AT THE END OF THE TRAIL

A COLLECTION OF ANECDOTAL HISTORIES RELATING TO THE DISTRICT SURROUNDING THE CANADIAN END OF THE GREAT SAUK TRAIL IN ANDERDON, AMHERSTBURG AND MALDEN, ESSEX COUNTY, ONTARIO

BY DAVID P. BOTSFORD, C.M.

Front Cover Photo: Circa 1900 View of Buildings on the Matthew Elliott Farm, Courtesy The Marsh Papers

Printed 1985 Limited Edition of 500 COPYRIGHT

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FOREWORD

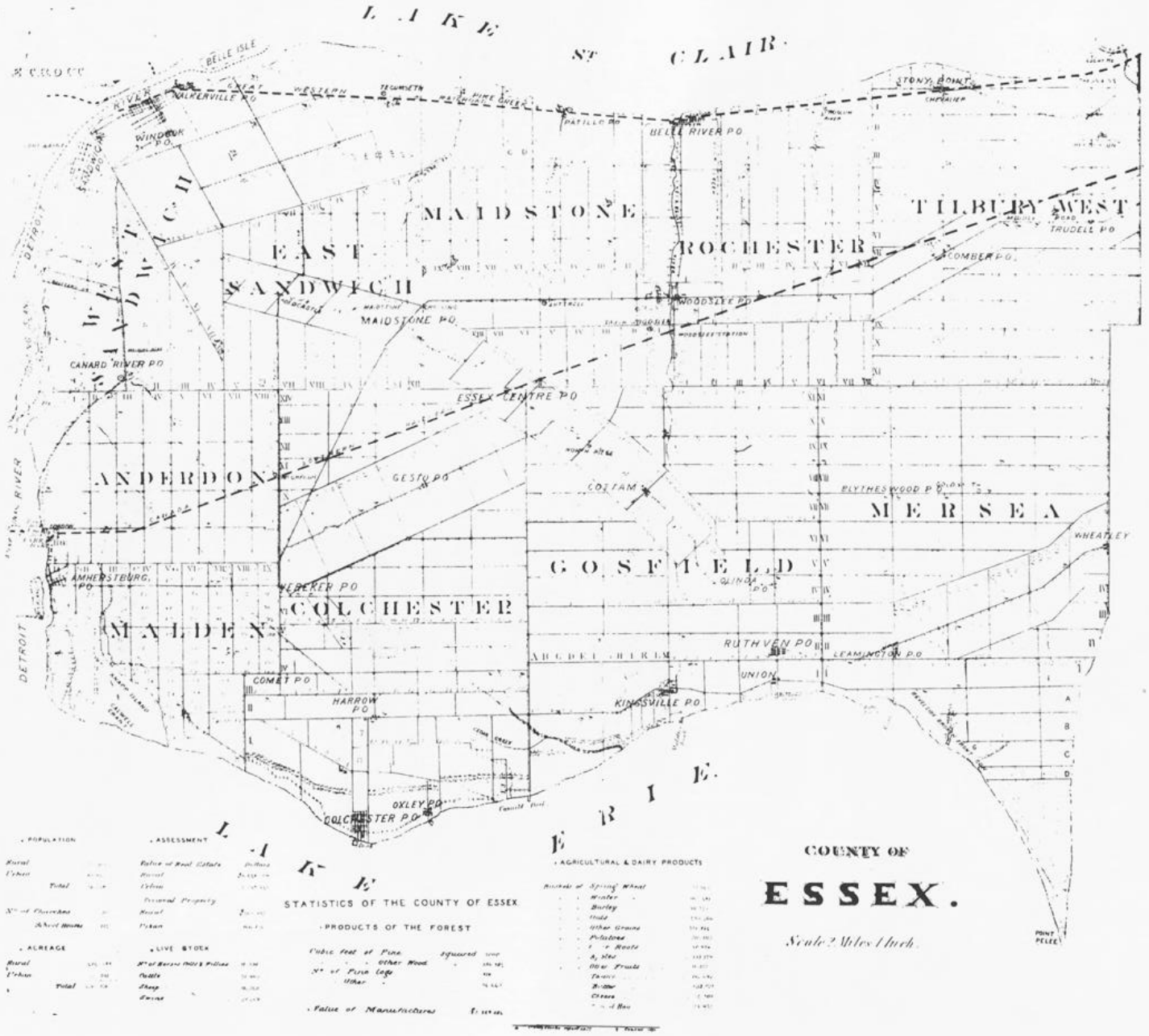
This collection of historical material was compiled from the files of the late David Patterson Botsford, C.M., and deals mainly with the Anderdon-Malden-Amherstburg district from its beginning through to permanent settlement.

Throughout most of his life David Botsford collected and stored information about the history of Essex County and its environs. He wrote newspaper articles, gave radio talks and television interviews, and being a professional historian and genealogist was in demand as a public speaker.

At the time of his death in 1978 Botsford's work was left unfinished. Although many of his efforts have been preserved in local newspapers, museums and libraries, he had intended to write a complete history of the district. These chapters are only the portion of his writings which have so far been located. No doubt more will be found at some future date, which, hopefully shall be included in a revised edition of "AT THE END OF THE TRAIL". As they are printed exactly as written at different dates, the reader will find a certain amount of duplication of content in several chapters.

It is the wish of the Botsford family that these stories extracted from his files be put into print for lovers of local lore and students of history.

Edited & compiled by Eleanor
Gignac, Linda Beare & Effie
Botsford — 1985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DETROIT
BELLE ISLE
WINDSOR P.O.
WALKERVILLE P.O.
WESTERN
TECUMSETH
PINE GROVE
PATILLO P.O.
BELLE RIVER P.O.
STONY POINT
CHEMALIER
TRUDELL P.O.
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WOODSLEE P.O.
MAIDSTONE P.O.
CANARD RIVER P.O.
ESSEX CENTRE P.O.
GESTO P.O.
COSTAIN
BLYTHESWOOD P.O.
WHEATLEY
AMHERSTBURG P.O.
LEBEKER P.O.
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EAST SANDWICH
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STATISTICS OF THE COUNTY OF ESSEX
COUNTY OF
ESSEX.
Scale 2 Miles 1 Inch.

Receives late Husband's Canada Medal

Mrs. David (Effie) Botsford and daughter Dawn were in Ottawa recently where Mrs. Botsford was presented with the Canada Medal which had been awarded to Mr. Botsford and received shortly before his death.

Mrs. Botsford told the Echo that of the 53 prominent Canadians at the investiture in Government House by Governor General Jules Leger, she was the only person to accept a posthumous award.

The following sketch of the life of David P. Botsford was sent from Ottawa.

The Release from Ottawa follows: Appointed Member of the Order of Canada on July fourth, 1978, Botsford, Mr. David Patterson, Esq., Former Curator of the Fort Malden Museum. (Deceased 16-7-78). Mr. Botsford was born in 1899 near Amherstburg, Ontario, and while still young started a "museum" in a building on the family property containing artifacts that he had found in the area. His interest in local history continued, and he was considered an authority on the history of the Essex County — Detroit area. In 1940, his preeminence in this field earned him the appointment as first Curator of the Fort Malden Museum and National Historic Park, a post which he held until his retirement in 1964.

Today, Fort Malden Historic Park with its emphasis on military history and the role of the Fort in the War of 1812 is a major tourist attraction in Essex County. The mark of Mr. Botsford's presence is still felt, and he was often called upon to lead groups of school children through the Museum buildings. As a Director of the Essex County Historical Society for many years, as well as a member of the Detroit Historical Society and of the Marine Historical Society of Detroit, Mr. Botsford has furthered significantly the historical knowledge of these areas. He had published numerous historical pamphlets and treatises, newspaper articles, and a collection of fifteen radio broadcasts. He also established his expertise as a genealogist and was a member of the Detroit Society for Genealogical Research, the Michigan Genealogical Society and the American Genealogical Association, and he has taught genealogical studies at the University of Windsor.

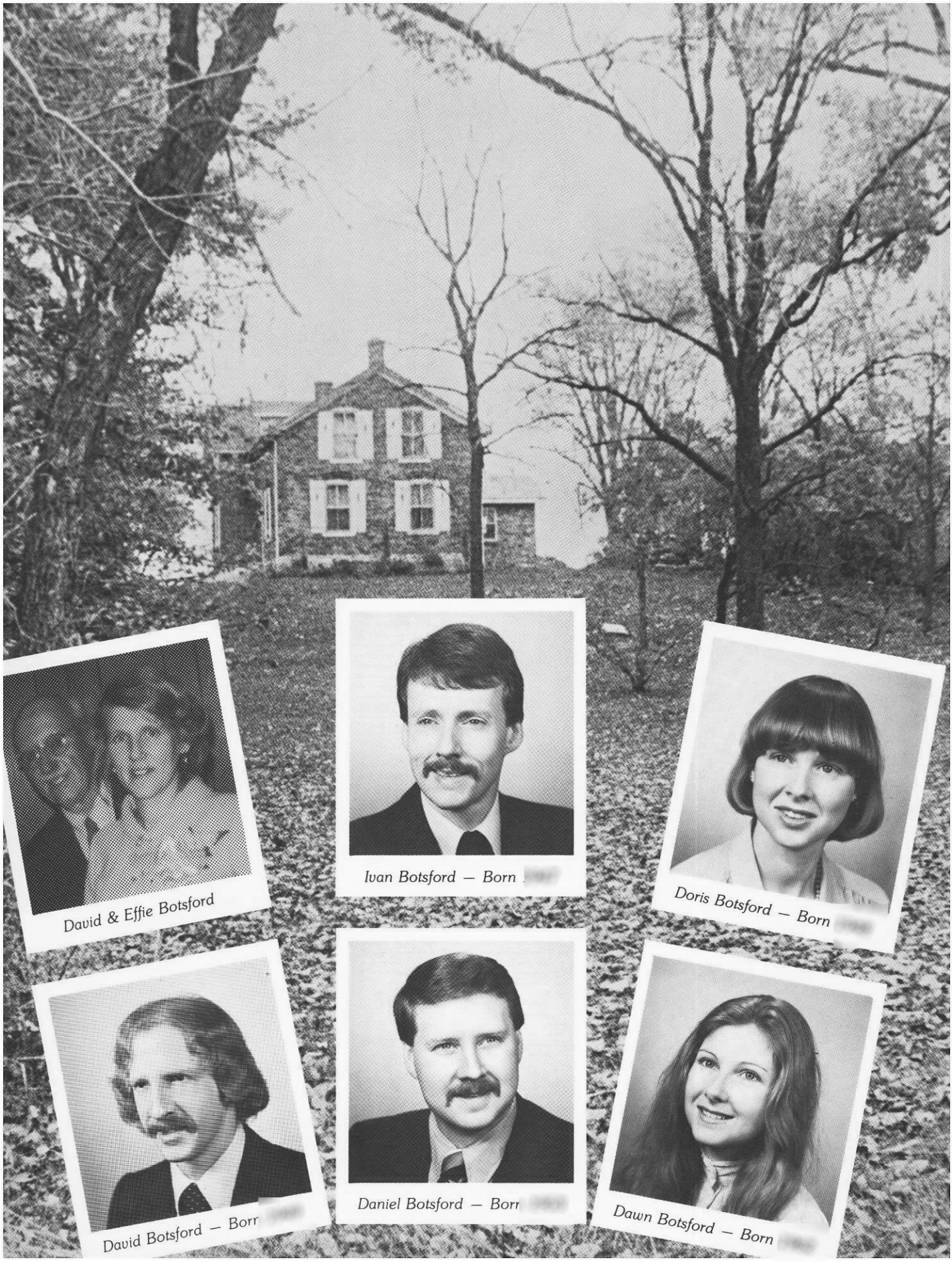
Since his retirement he was increasingly engaged as a genealogical consultant by people throughout Canada and the U.S.A. In a civic connection, Mr. Botsford served for many years on the Amherstburg Historic Sites Committee as well as on the Amherstburg planning board, and was historical advisor to the town's planning and advisory committee. As historical adviser to the "Park House" restoration committee and then as director of the Historic Sites Association, he contributed to the preservation and restoration of Park House, a symbol of Amherstburg's past.

A past president of the Amherstburg Cancer Society, he was also a founding member and past president of the Fort Malden Guild of Arts and Crafts, in which capacity he was influential in the establishment of the Gibson Art Gallery. Before his illness, Mr. Botsford was busy with his historical and genealogical research and with acting as an expert guide to the Amherstburg-Malden area.

THE AMHERSTBURG ECHO
November 8. 1978

BOTSFORD LINEAGE

	Parents
BOTSFORD, DAVID PATTERSON 1899-1978 & BONDY, EFFIE LORETTA Married at Amherstburg, Ontario October 24, 1946	Walter Botsford & Agnes Miller Patterson Ivan Bondy & Mabel Fox
II BOTSFORD, WALTER 1867-1958 PATTERSON, AGNES MILLER Married at Chatham, Ontario February 8, 1899	David Kemp Botsford & Olive Clarisse Mickle John Patterson & Janet Paterson
III BOTSFORD, DAVID KEMP 1830-1906 & MICKLE, OLIVE CLARISSE Married at Amherstburg, Ontario February 24, 1861	Daniel Botsford & Nancy Kemp John Mickle & Mary Wright
IV BOTSFORD, DANIEL 1797-1863 & KEMP, NANCY	Henry Botsford & Nancy McDougall David Kemp, R. Eng., & Rebecca VanRennselaer
V BOTSFORD, HENRY 1748-1804 & McDOUGALL, NANCY	


David & Effie Botsford
Ivan Botsford — Born
Doris Botsford — Born
David Botsford — Born
Daniel Botsford — Born
Dawn Botsford — Born

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Indians of Historic Times in the Detroit River Area

The French in the interest of preserving peace persuaded the Indians to limit their hunting to certain limits and assigned to the then four tribes as follows.

To the POTTAWATOMIES (who apparently were long-dwellers at Detroit many years before the appearance of the French) the west shores of the Detroit from the French fort down stream to a point about opposite Fighting Island and inland. (This comprised roughly the Rouge River drainage area.)

To the OTTAWAS the east bank of the Detroit River from Turkey Creek to Belle River approximately.

To the WYANDOTS or HURONS the north shore of the Detroit River east from the French fort. (Later, one party of the HURONS removed to the lower Detroit River southwards from the POTTAWATOMIES, eventually as far as the Maumee River and still later, about 1742, the remainder of the HURONS removed to the Amherstburg area. This party was attacked by pagan Indians in 1748 and then removed to Assumption.)

To the CHIPPEWAS both sides of Lake Ste. Claire beyond the hunting territories assigned to the HURONS and OTTAWAS. As the CHIPPEWAS had no settled villages or fields they were scattered groups as far north as Lake Huron.

The POTTAWATOMIES and OTTAWAS withdrew from the Detroit area in the years immediately following the Pontiac conspiracy (1763). The Detroit POTTAWATOMIES settled near Lake Michigan and the OTTAWAS in Illinois.

In 1832 the United States authorities attempted to remove all the remaining Indians in the eastern States to west of the Mississippi. A portion of the Michigan POTTAWATOMIES fled to Canada and settled with the CHIPPEWAS on Walpole where their descendants remain.

The WYANDOTS or HURONS were the most civilized of the Detroit River area Indians and the majority were practicing Christians. Because of this factor many French men married WYANDOT girls and the marriages were recorded in the Registers of St. Anne at Detroit, and later at Assumption in old Sandwich (Windsor).

By the late 1780's Loyalists began to collect at Detroit and petitioned for lands to settle on. In 1790 the Indian Department under Colonel McKee negotiated at Detroit a cession of land now comprised in Essex and Kent County. Signatories included representatives of the four old tribes. In the Treaty the Indians reserved the surrender of the islands of the rivers and lake (except those islands previously sold, leased or given away by the Indians which included Belle Isle sold to Lieutenant McDougall in 1764, Grosse Isle sold to the Macomb brothers about 1776, Pelee Island leased to Thomas McKee in 1788).

They also reserved two areas for the benefit of the HURONS, one small one in the vicinity of the Huron Church (Assumption) and another now comprised in the Township of Anderdon. Another Reserve for the benefit of all Indians signing the treaty was Walpole Island in Lake Ste. Claire.

In the War of 1812 part of the WYANDOTS living in Michigan took sides with the British and in consequence after the war was over were unwelcome in Michigan and so settled in Anderdon. In 1832 when the Americans were removing Indians to the western states, part of the Anderdon WYANDOTS (HURONS) went to Kansas. Local agitation moved the government to negotiate a treaty for the surrender of Anderdon so as to open it to settlers. The Indians themselves were divided upon the wisdom of another cession but in 1836 it was carried out. (Previously in 1800, a small strip 500 yards wide was taken off the south boundary and a road (Highway 18) was created along the front. At the same time the old Church reserve was given up.)

The leaders in advocating the cession of the Anderdon Reserve were Indians with an admixture of white blood, members of the White, Brown, Clarke and McKee families. The Indian opposing the surrender was Chief Splitlog (or properly "Between-the-Logs"). Splitlog had journeyed to Quebec to present his case personally to the Governor but was informed the decision had been made. In the end he acceded to the Treaty and signed it. The Treaty was signed at a ceremony held at Drake's (Searl's) Hotel, Richmond Street, Amherstburg, which building was a three-storey structure sited on the south-east corner of Richmond and Bathurst. Splitlog soon after died.

The Anderdon Indians became farmers, fishermen and teamsters. The government in opening Anderdon to settlement first provided a farm for each Indian and a farm to each son and daughter when they attained the age of 21. The Chief, Joseph White, obtained for his portion in addition to a farm, a quarry which had been worked for stone and lime and which he leased out to contractors. The sale of hardwood timber was a major source of income for some years and monies obtained by the Crown Lands Department by way of sales to settlers was divided periodically among the Indians.

Municipal government was set up in 1842 but in addition the WYANDOTS had a Tribal Council which administered funds for use in a school and maintenance of a cemetery. The Council last functioned about 1906 when it was a party to a lawsuit involving title to a school lot.

Treaty monies were paid out to WYANDOTS regardless of the place of residence until the period of the Great War when payments were suspended to those WYANDOTS then living in the United States. By that time the WYANDOTS had been absorbed in the surrounding population and followed the pursuits of the community. A son of Joseph White was a lawyer and became a Mayor of Windsor and later of Sudbury. Another son operated the Anderdon Quarry and was Reeve of Anderdon for a long term of years and a candidate for Parliament.

REFERENCES:

For WYANDOT history, "Traditional History of the Wyandots" by Peter Clarke (about 1885) For OTTAWA history, "The Pontiac Conspiracy" by Parkman

For POTTAWATOMIE and CHIPPEWA, mentioned in "History of Detroit" by Clarence Burton (Editor), Detroit 1922

For a general history of settlement in the 1700's, "The Windsor Border Region" by Reverend E. J. Lajeunesse.

NOTE:

Many original documents, maps, treaties, ledgers of fur trade merchants can be consulted in the Burton Historical Collection in the Main Library Building of the Detroit Public Library. They show the general course of conduct of Europeans in dealing with the Indians.

A smaller source of similar information is in the George F. Macdonald Collection in the Walker Historical Museum in Windsor.

The Fort Malden Museum has a number of items recording Indian-trader relations. See McGregor Brothers Waste Book, 1808-1816. See Adhemar St. Martin's Diary with entries from 1779 (with an account of canoe trip in 1791 from Sandwich to Montreal accomplished in 13 days).

INTERMARRIAGES OF WHITE AND INDIANS INDIAN DEPARTMENT OFFICIALS

COLONEL ALEXANDER McKEE (1720-1799) married 1768 an Indian woman by whom he had:

THOMAS (1769-1815) married an Indian woman
JAMES FRANCIS
CATHERINE

CAPTAIN THOMAS McKEE (1769-1815) married an Indian woman by whom he had:

CATHERINE
MARIE ANN, married JOHN JACOBS JAMES
(JOHNNY), died young (1808)

CAPTAIN THOMAS McKEE married second time in 1797 to THERESE ASKIN, daughter of JOHN ASKIN, Detroit fur trade merchant, and by her had one son, ALEXANDER (THE YOUNGER) who married PHYLLIS JACOBS sister of JOHN JACOBS above. THERESE (ASKIN) McKEE had two half-sisters, children of JOHN ASKIN'S first wife, the Indian woman MONETTE. One of these half-sisters married DR. RICHARDSON, Surgeon to the Indian Department at Amherstburg. She was the mother of JOHN RICHARDSON, the author of "Wacousta" and the "Canadian Brothers", early Canadian novels, one based on the Pontiac Conspiracy and the other on the War of 1812. The other half-sister married the founder of Hamilton, Ontario. MARY McKEE, a daughter of ALEXANDER (THE YOUNGER), married ARTHUR RANKIN, M.P. for Essex and first owner of Bois Blanc Island. Their son, McKEE RANKIN, was a noted actor.

THOMAS ALEXANDER CLARKE, nephew of COLONEL ALEXANDER McKEE, married MARY BROWN, daughter of CHIEF ADAM BROWN of Brownstown (Gibraltar), Michigan. ADAM BROWN was taken captive by the Indians when a mere boy and from his ability as an Interpreter became very influential among the Wyandots. He married a Wyandot woman and was elected a Council Chief.

In the War of 1812 he had to leave his Brownstown village and then settled in Amherstburg. He died in 1815. T. A. CLARKE and his wife had three sons:

ALEXANDER CLARKE (1800-1876)
GEORGE CLARKE (1802-18)
JAMES CLARKE (1804-18)

There is a record of the baptism of the two younger at Amherstburg, GEORGE having as one of his sponsors, GEORGE IRONSIDE. (GEORGE IRONSIDE'S wife was a sister of TECUMSEH). JAMES had as sponsors Mr. and Mrs. GEORGE ERMATINGER and his grandfather, ADAM BROWN. GEORGE ERMATINGER was an Indian trader. He resided in Amherstburg on the site of the present Amherst House hotel. His wife was a Chippewa woman, KA-LA-WA-BIDE. (The ERMATINGERS later resided at Sault Ste. Marie, Ontario where their stone residence has been restored as an historic site.) The IRONSIDES had two sons, one of whom was sent to school in Scotland where at St. Andrew's he became a

physician. He returned to Canada and was an early doctor at Amherstburg.

COLONEL WILLIAM CALDWELL served in the Revolutionary War on several fronts, first in the South where he was wounded at Charlestown, then in New York Province where he first became associated with Indian forces operating from Fort Niagara. The latter part of the War he spent on expeditions based in Detroit against the Virginians. His close associates among the Indians were the Wyandots and by a Wyandot girl he had two children, a daughter and a son. The son came to be known as CAPTAIN BILLY or the SAGONASH, and in the War of 1812 was a prominent figure. Later he was a participant in the early opening of trading posts at Chicago. He married a Pottawatomie girl and moved further West to Iowa and died at Omaha (?) or Council Bluffs (?).

By his standing among the Wyandots, COLONEL WILLIAM CALDWELL was a participant in the Wyandot bounty when in 1784 they presented the Malden riverfront to the officers of the Indian Department who had aided them in the struggle just concluded. Simcoe Street, Amherstburg and the Pike Road, Malden mark the lane on the north side of his grant which extended for a half-mile along the river and back as far as the 6th Concession of Malden.

Another participant in the Wyandot bounty was COLONEL MATHEW ELLIOTT. He too had married an Indian woman and by her had two sons, MATHEW, JR. and ALEXANDER. ALEXANDER was killed in an episode in the War of 1812 when two groups of scouts met. MATHEW was educated as a lawyer and he later practiced in Amherstburg.

GEORGE GIRTY and JAMES GIRTY, Interpreters and brother of the noted SIMON GIRTY, both had Indian wives. (SIMON GIRTY was one of the Indian Department officers receiving a grant from the Wyandots but his wife was white, an Indian captive among the Wyandots taken by them on a raid on the Ohio. GEORGE GIRTY lived on the Maumee on an island. JAMES GIRTY moved to Gosfield and there died. He left two children, JAMES and NANCY. 1962

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Amherstburg and the War of 1812

Amherstburg in the War of 1812 was the principal point from which the British conducted the defense of the western section of Upper Canada. From its situation on the lower Detroit River the British Post here commanded the water communication between Lake Erie and Detroit. The operations of the Right Wing of the Army were based in Fort Amherstburg. In local usage, and, generally in American history, Amherstburg was referred to as "Malden" from the township in which it was located. Eventually, the Fort became officially "Fort Malden" and its site is now the Fort Malden National Historic Park.

News of the outbreak of the war reached Amherstburg on June 30, 1812, some three days before the authorities at Detroit were notified by the American government that hostilities had commenced.

The first episode of the war at Amherstburg was the capture of the American schooner CUYAHOGA off Bois Blanc Island. The CUYAHOGA was carrying a number of invalid soldiers, a few bandsmen, some women and children of officers posted at Detroit, and, most important, dispatches directed to Governor Hull of the Territory of Michigan. The capture of the CUYAHOGA was effected by soldiers and Indians who went out in small boats and canoes from the Amherstburg Navy Yard. The vessel was taken without any blood being shed. An old Amherstburg story relates that as the vessel was brought into Amherstburg the captured bandsmen were required to play "Rule Britannia". An oboe played on that occasion is still preserved in Ohio.

A few days later the Fort Malden sentries observed a small boat approaching from Detroit. The boat was carrying the white flag and when it reached the shore the officer in charge requested to be taken to the commander of the Post, Colonel St. George, as he had a message to deliver. Accordingly, the officer was blind-folded and taken into the Fort where his dispatch was read. Among other items, it requested that the British release a new uniform which had been in the baggage on the CUYAHOGA when it was captured. The uniform was intended for General Hull. However, the British at Fort Malden did not see fit to comply with this request. Presumably, when Hull invaded Canada a few days later he was fighting the war in his old uniform.

The invasion of Canada with the object of capturing Fort "Malden" was the best strategy the Americans could have employed. The local militia units which had been called out to reinforce the small force of Regulars at Amherstburg retreated before Hull's advance and soon were concentrated at Fort Malden. They were but partially trained and until they were further drilled they were more a hindrance than a help. The mere problem of feeding them was not a small item, and this was soon complicated by the arrival of Wyandot Indians from the Michigan site of the Detroit River who chose the British. They had been solicited by the Indian leader,

Tecumseh, and by Colonel Mathew Elliott, Superintendent of the Western District of the British Indian Department. Colonel Jacques Baby of the Essex Militia now whipped the men under his command into shape. Drill sergeants loaned from the Regulars made them familiar with basic drill movements. Some of the companies were organized into foraging parties which brought in beef cattle and flour from the settlements along the Lake Erie shore and the Thames River, and these temporarily solved the problem of food for the militia and Indians.

Meanwhile, the Americans, now based on a point opposite the Fort at Detroit made advances toward Fort Malden. The advance proceeded as far as the River Canard, a small stream emptying into the Detroit four miles above Fort Malden. The Canard's low banks and marshy edge were an effective barrier to the American horsemen. The sole bridge crossing the stream was guarded by a small outpost manned by a sergeant and his piquet. The planks of the bridge had been removed so the bridge was passable only to persons who could cross on the stringers. Here the first blood shed on the western campaign took place when the piquet was attacked by a troop of American horsemen. Sergeant Hancock and one other soldier of the British piquet were killed. It is said that a wild frontiersman from Kentucky scalped Hancock in the fashion of the Indians. This skirmish ended when Indian women from the nearby Indian village sallied out to the support of the small British post and the Americans retired under their fire. Over the next several days the Americans made other probing attacks along the Canard seeking to find a place where it could be forded.

The British had control of the lower Detroit River by means of the vessels based in the Navy Yard at Fort Malden. To relieve the pressure of the American attacks along the Canard the British troops and the Indians made counterstrokes on the American line of supply from Ohio. These attacks, coupled with the general non-success of the American advance, induced General Hull to withdraw his invaders and return to Detroit.

British reinforcements to Fort Malden arrived in the form of Regular troops detached from the Niagara frontier, and accompanied by the Oxford and Long Point militia, they arrived in small boats. With them was Major-General Isaac Brock, acting Lieutenant-Governor of Upper Canada, the commander of the forces in Upper Canada. Brock had visited the Detroit frontier the previous autumn and thus was well aware of the strategic importance of the Detroit frontier.

At the home of Mathew Elliott, Brock and Tecumseh met for the first time. Each appraised the other and formed favourable opinions. Tecumseh laid before Brock his plans for the capture of Detroit and Brock gave orders for a joint action. The next morning troops moved out of Fort Malden and advanced to Sandwich from which point they were to cross the river. By the afternoon of Sunday, August 16, 1812, the crossing of the river had been completed. The British had crossed about three miles below the fort and town of Detroit. The Indians had crossed lower down the previous night and had made their way around through the woods so that Detroit was cut off on all its land sides. The side of the river was commanded by a battery on the Canadian side which commenced firing as the troops moved up the river road. This was an "all or nothing" effort as only fifty men were left behind to guard Fort Malden.

The fire from the British battery was effective. One of the first shots had entered the Council Room and beheaded an officer. This episode, coupled with the yells of the Indians and the march of the British army up the river road induced Hull to surrender. A white flag was displayed which halted the battery, and another was sent out to meet the British column. The British army without opposition continued its advance and marched into the confines of the fort. It is said the first British soldier to enter the fort was Ensign Francis Caldwell of Amherstburg. While the details of the surrender were being worked out by the officers, the opposing troops were lined up facing each other for some hours.

The details of the surrender provided for the parole of the American militia who were to return to their homes. The Regular troops were made prisoners-of-war and eventually were transported to Quebec. The public goods at Detroit were later sold at auction to the highest bidders and the money so obtained was distributed as prize-money to the officers and men present at the capture.

Among the prisoners taken at Detroit was Captain Dobson who had already been paroled when in an earlier success, the British had captured Michilmacinac. He was the master of a small American trading schooner taken on that occasion, and some of the prisoners taken at Michilmacinac were placed aboard his vessel. Reaching Detroit, he found that place still in American hands, so he was easily persuaded to turn over his vessel to American authorities, and he himself joined the Detroit militia. When captured, he was among some of the Americans in a party taken down to Fort Malden. At Fort Malden he was recognized as one of those who had given his parole at Michilmacinac, so for this violation he was placed in close confinement and was under sentence of death. It happened that he was a member of a certain secret society which had members in the British garrison and among the towns people. He managed to communicate with some of these persons and they believing he was a victim of circumstances and not a willful violator of his parole, resolved to assist him. They found means for his release from his confinement during the night and he was directed to go out in the river to an old hulk and conceal himself until means were found to assist him further. All the following day he stood in water up to his neck. That evening he hailed a small boat passing near and asked to be taken out to a vessel anchored in the stream. He was taken to this vessel and it happened to be in charge of Lewis Cass who was conducting a party of American militia back to Ohio. Cass realized the seriousness of the situation and the impossibility of allowing Dobson to come aboard the vessel with those who had given their parole. The situation was saved for Dobson when a small sail boat took him aboard. Eventually, he arrived safe at his Ohio home, happy to have escaped a firing squad at Fort Malden.

The following winter an expedition from Fort Malden attacked an American army under Winchester and frustrated that general's attempts to advance to the Detroit frontier. A second expedition in the spring attacked Fort Meigs but after a siege of more than a week were unsuccessful. It was difficult to hold the Indians and militia for use in a long term operation. On this occasion the militia, most of whom were farmers, were anxious to plant corn, and the expedition was reluctantly called off. The previous summer when preparations were under way at Fort Malden for the attack on Detroit the Colchester militia had requested leave to go home to gather in the wheat harvest. This was refused but they went home anyway working in "bees" and posting guards as Proctor had threatened to send the Indians after them. This concern for saving the crops was eventually shared by the authorities as the huge consumption of provisions made by the Indians and troops made such inroads on the Commissary that it became essential to keep open the water transport from the east.

To cut the British line of supplies the Americans built a fleet at Erie, Pennsylvania and in September of 1813 sailed forth to engage the British fleet. They met off the Lake Erie islands some twenty miles from Fort Malden and the British were defeated. The British in an effort to answer the American threat of a fleet of Lake Erie had built a large three-decker at Amherstburg which was armed with cannon from Fort Malden. Consequently, after being defeated there was no armament except small arms left at Amherstburg.

To save what he could the British commander, Major-General Proctor, resolved to retreat to the main British force operating at Niagara. The buildings of Fort Malden were burned, as well as the public buildings at Detroit and the retreat commenced. The Americans crossed Lake Erie in small boats as well as those carried in the regular transports. The small boats landed at the

mouth of the river and advanced up towards the smoking ruins of the fort. They were uncertain of their reception as they had no knowledge that the British had retreated. One party threw up a small earthwork about one mile south of Fort Malden which was named Fort Covington. A small engagement took place at the farm home of Colonel Caldwell when some servants endeavoured to save his building from being burned. The American fleet came slowly up the river and cast anchor about 3:00 p.m. As the officers came ashore and went up the town they were met by a delegation of Amherstburg women who asked for their protection which was freely granted.

The Americans were to hold Amherstburg for the remainder of the war. Apparently relations were harmonious. Most of the able-bodied men had gone off with the army, not to return until 1815 some months after the return of peace. Some Amherstburg men, taken prisoners at the Battle of the Thames, had spent the remainder of the war as prisoners in Kentucky and had to find their own way back as best they could.

With the return of peace Amherstburg again resumed life of a garrison town not to be disturbed until the outbreak of the Rebellion of 1837. As an aftermath of the War of 1812 were tales of buried treasure. Some of the merchants before fleeing from Amherstburg with the Army had buried their gold so as not to run the risk of losing it to the Americans. One such hoard was apparently found during the war for its owner on his return to Amherstburg dug in his cellar where he had buried the gold but found someone had been ahead of him. The gold of Fort Malden was buried in secret the night before the retreat at a point some two miles northeast of the fort a few feet to the side of an Indian trail. None of the officers in charge of the burying returned to Fort Malden after the war. However, their guide on the occasion did return and from time to time in after life made efforts to locate the hoard but never succeeded. Perhaps it is still laying hidden underground in some farmer's field.

During the American occupation of Amherstburg one old French lady made a small fortune selling apple pies to the American soldiers hungry for "home-cooking". She charged 25 cents for each pie, the pies were made with sour apples and without sweetening as no sugar was available. 1962

3

1812 Rifle Pits Still Exist in Malden

When the present war has passed by the Historical Sites and Monuments Board's attention should be directed to suitably marking or preserving the remnants of the earthwork thrown up in 1813 at the time the American troops successfully occupied Fort Malden. This would be an interesting side light to the objects and places already marked and preserved in Amherstburg in connection with the War of 1812.

The earthwork was erected for the protection of riflemen and is usually referred to as the "rifle pits" and is attributed to the American troops. All semblance to trenches is now lost though the outlines, for the most part, are yet evident.

The location of this relic of the War of 1812 is on the farm lately occupied by Everard Sunderland, part of Lot 4, Middle Sideroad, a short distance east of Highway 18, about a mile below Amherstburg. It occupies the northeast corner of the farm next to the Mullen property, on what is now pasture land, and is immediately east of the marsh which extends southeasterly from the Government Dock in Amherstburg.

The late Rev. Thomas Nattress, who during his long pastorate of St. Andrew's Presbyterian Church, Amherstburg, was a diligent collector of local history items, some 40 years ago visited and described the earthworks as they then appeared. From the north two parallel lines extended 60 yards south south-easterly along the bank bordering the marsh, then a single line east about 30 yards, thence due south another 60 yards.

At the present time the two lines last mentioned are the ones most easily traced as sometime in the interval the land has been plowed over. Indeed, without the description given by Mr. Nattress a casual inspection of the site would not now suggest anything so warlike as rifle pits. If tradition was not so definite in identifying this earthwork as a rifle pit, an archeologist might be tempted to assign this as a trace remaining from the Mound Builders, more especially as a mound formerly stood near the river bank nearby.

The mound just mentioned stood on what is now the Mullen place but was formerly owned by Perry Leighton, a noted local antiquarian. The late Mr. Leighton thoroughly explored and later removed the mound which stood between the house and the river. Mr. Leighton's large collection of stone age relics is now dispersed in various museums, a portion being in the custody of the University of Western Ontario.

It is said that six were casualties in this vicinity on the British side when opposing General Harrison's advance on Amherstburg and Fort Malden. This gesture of opposition must have been particularly futile as the palisades of the old fort had been burnt and other measures taken to render the fort useless to either defender or captor, and furthermore the bulk of the British forces under Proctor were some three days journey on their retreat to Burlington Heights on Hamilton Bay, Lake Ontario.

The Americans occupied Amherstburg between four and five o'clock in the afternoon of September 23, 1813, and evacuated the town under the terms of the Treaty of Ghent on July 1, 1815. In occupying the town they approached in two bodies from Bar Point where they were landed after being transported across Lake Erie from near Sandusky. One column followed the river road while the other crossed the marsh and came into the town from the southeast. No doubt, the rifle pits were used by this latter column. All told the invaders amounted to 7,000 men. 1941

4 -

The 'Detroit' Built in Amherstburg Took Active Part in Lake Erie Battle

In the well-known VIEW OF AMHERSTBURG taken in 1812 from Elliott's point, there is shown in process of building at the Navy Yard the navy vessel DETROIT. This view of the old town was painted by Miss Catherine Reynolds of the family which built the present home of the Mullen family on the riverfront road below Amherstburg. The original painting still exists and is owned by Mrs. Cleary in Windsor.

The Navy Yard occupied that portion of the Military Reserve fronting on the river opposite Rankin Avenue of the present day. A 'rope walk' extended back from the river about in line with the present avenue and it was there the miles of cordage were made for the rigging of the ships. One of the first Acts of Parliament of Upper Canada was for the encouragement of the growing of hemp, so essential to the ship-building industry. Perhaps, some of the patches of 'marijuana' as diligently being searched out by the Mounted Police had their origin in the encouragement given by this Act passed so long ago. The drug found in the seed vessels of the hemp plant is a potent producer of mental aberrations and its illicit use has spread northwards in recent years from the southern States.

Suitable hardwood was everywhere at hand for building ships on the Great Lakes, and besides the British Government reserved areas where pines grew in profusion. The PINERY near Kettle Point in Huron County, Point Pelee naval reservation and that at Rondeau were sources of masts and spars. It was the mistaken belief of the British authorities that the woods of Canada would produce pitch and turpentine and for many years white pine areas were not open to lumbering operations. In New Brunswick this was also a source of irritation for some time. Previous to the Revolution the Navy had obtained the needed pitch from the Carolinas, but that source being closed they had to turn elsewhere and so its anxiety to preserve the pines.

In the VIEW OF AMHERSTBURG the ship's hull appears near completion but still mounted upon the stocks. From the height of the stocks and the size of the ship it would appear to be no slight operation to get the ship in the water, but this was successfully done and the ship was completed next year when it became Commodore Robert Heriot Barclay's ship the DETROIT. It was, of course, named to commemorate the capture of Detroit by Brock and Tecumseh.

Upon the loss of Detroit, the Americans made immediate preparations to recapture the place for upon holding it depended the control of the entire western frontier. To do this successfully they needed a Great Lakes fleet and a young American officer, Captain Oliver Hazard Perry of Rhode Island, was directed to take charge of operations on the lakes above Niagara. At Presque Isle at Erie, Pennsylvania, he established a navy yard and feverishly set out to outstrip the British fleet. Before his arrival some small gunboats had already been put on the stocks in neighbouring creeks but several large vessels were soon under construction and by the 10th of July 1813 his fleet of nine vessels was ready. Six of these had been constructed

for the task in hand and three small ones had been purchased. They were mounted with proper naval guns dragged through the forest some 400 miles from Philadelphia and New York.

Meanwhile the British fleet under Barclay kept Perry under surveillance while awaiting the completion of the DETROIT. The DETROIT was designed to be the superior of any ship opposing her and was slightly the largest vessel engaged in the subsequent battle, and had the largest crew of the British fleet. Her crew was of 150 men. Unfortunately, there were not sufficient guns to mount on her and it was necessary to take the cannons from Fort Malden to complete her armament.

The British in July made a demonstration at Cleveland which hurried matters forward, and when Barclay withdrew to the western end of Lake Erie to join the now completed DETROIT, Perry took the opportunity to get his vessels over the bar at Erie harbour. This bar had been their protection while the fleet was being built but took much ingenuity to get the fleet over. Finally, this was accomplished by means of extra fleets and dismounting the guns and Perry made his first cruise on Lake Erie going over to Long Point.

Meanwhile at Fort Malden things were in a bad way. Provisions had become so short from the number of troops and Indians under arms here that there was scarcely one day's supply when Barclay and Procter decided to try their fate.

Earlier in the war the small schooner OTTAWA had been captured by the British at the Maumee and was used as a lookout. In the first week of September she located the American fleet in anchorage at Put-in-Bay and reported to Commodore Barclay.

On the 9th, Commodore Barclay aboard the DETROIT set sail from Amherstburg at the head of his fleet of six vessels. He had 440 men composed of regular navy men as a nucleus and supplemented by volunteers from the Militia and Indians. The Americans had aboard their vessels 532 men and 54 guns.

The DETROIT was a 'ship', that is, a three-masted vessel with square-rigged sails, as was also the next largest vessel, the QUEEN CHARLOTTE. The LADY PROVOST named in honour of the British Commander-in-Chief's wife, was a schooner of about half the size of the two larger ships. The HUNTER was a brig with but 6 guns. The CHIPPEWA was a schooner with 1 long 9-gun and the last of the fleet was the sloop LITTLE BELT with 3 guns.

The American fleet consisted of the brigs LAWRENCE, NIAGARA and CALEDONIA, the schooners ARIEL, SCORPION, SOMERS, PORCUPINE and TIGRIS. The ninth vessel was the sloop TRIPEE. The Americans had 42 guns that fired 32-pound shots, while the largest British guns were 16 that fired 24-pound shots.

The Battle of Lake Erie was fought on September 10, 1813 and 125 years have passed since then but incidents that occurred that day are still preserved in local tradition. As is well- known, this battle resulted in the defeat of the British fleet and the capture of all the vessels and survivors. It is said the course of the battle was followed by watchers on both shores and that the gun reports were heard more than 60 miles. Those at a great distance could tell from the difference in the sound of the British and American guns the progress of the battle and as the American guns were the last to be heard the watchers on the Colchester and Malden shores had a foreboding of the actual tidings of the strife. The British captured were more in number than the entire uninjured of the Americans, a reversal of the conditions when Detroit was captured the previous year as the Americans were more numerous than their British captors.

The day following the battle the three Americans and three British officers killed were buried side by side on the site where there is now erected the imposing Perry Victory Memorial, a shaft surmounted by a beacon, the top being some 365 feet high. The previous evening the bodies of the slain seamen were encased in canvas and each with a cannon for weights were given the traditional seamen's burial in the waters of the lake. The British loss was 41 killed and 94 wounded; the Americans, 27 killed and 96 wounded of whom 3 died within a short time.

Following the battle, the DETROIT was used as a hospital ship until the recovery of the wounded and then having been towed to Misery Bay she was scuttled for preservation. It was not until 1833 or 1835 that she was raised. She was sailed for a few seasons by Captain Miles, but was condemned in 1839 and sold to a Niagara hotel-keeper. He brought her down the Niagara River and after advertising the spectacle loaded her with a bear and other animals native to the region and set her adrift with the expectation she would go over the falls. However, she caught on rocks above the brink and slowly went to pieces. The indignation aroused by this cruelty to animals reacted unfavourably to the resortman and he regretted his attempt at publicity.

So ended the DETROIT. The pathetic end of a noble vessel could not have been foreseen by any of her builders, one of whom was William Mickle, Master Carpenter, the writer's great- great-grandfather. William Mickle was a native of Ayrshire, Scotland. He served in the Revolution, came after to Detroit where he was employed in the Navy Department there, and came to Amherstburg in 1796 upon the establishment of the military post here when Detroit was evacuated. He married Hannah Turner of Chatham and they are the ancestors of all the local Mickles as well as those in Kent County. For his services he was granted lands near Wallaceburg and was the holder of one or two lots in Amherstburg purchased at the time of the town's founding. 1938

5

Amherstburg, Then and Now 1796-1946

On July 11th, 1796, — 150 years ago today — the British evacuated Detroit and retired to a new site eighteen miles lower down the Detroit River, on the other bank and opposite the island of Bois Blanc. The British had been in Detroit for 36 years and the American Revolution was ten years in the past when this rather reluctant move was made. The Jay treaty of 1792 had composed the differences between Great Britain and the United States, and among its provisions was the arrangement for the surrender of the frontier posts on the American side of the Great Lakes retained by Great Britain after the Revolution. The Posts were at Oswego, Niagara, Detroit, Michilmacinac, and Green Bay.

In preparation for this move the Royal Engineers had discovered a site even more advantageous from a military point of view than the former Fort Lernoult at Detroit, for they found that at point near the head of Bois Blanc island there was only one deep water channel and that channel was close enough to the mainland that it could be readily commanded by the cannon of that day. So here they planned a fort strong enough to cut the Great Lakes in two. The Fort was called Fort Amherstburg and later Fort Malden.

The name Amherstburg was derived from Lord Jeffrey Amherst, who had commanded the British forces in America at the time of the conquest of Canada, and the name Malden from the township in which the Fort was located, — the township taking its name from the town of Malden in Essex, England. Two other names had been suggested but not adopted, one being for Frederick, the Prince of Wales, and the other Georgetown for George III.

Adjacent to the Fort a town-site of some eighty lots was laid out. The town had three streets paralleling the river with two cross streets. All the streets were very narrow and are now the business section of Amherstburg. The lots were on a certain day sold by auction and the buyers were the first citizens of Amherstburg. It is interesting to note that descendants of many of these early citizens are still to be found in Amherstburg.

Nearly all the citizens of Amherstburg had been former residents of Detroit, and had, from a deep feeling of loyalty, followed the troops to the new town. Some had been Loyalists expelled from the colonies and for them it was a second move "for King and conscience." Others were French who preferred a monarchy to a republic, probably influenced by events then transpiring in the French Revolution.

Amherstburg was from the start a thriving town for in three years time there were seventy- five dwellings, many, of course, were of log, but some were brick. One Loyalist had a new house on the Rouge near Detroit. This he dismantled, made a raft of it, floated it down the river, and had it re-erected. It still stands and is occupied, — the oldest house in Amherstburg.

There was a Navy Yard in connection with the Fort which turned out a number of ships, and was active until 1813. Then, as now, Amherstburg had sailors on the Great Lakes.

Amherstburg was a cosmopolitan town for here mingled aristocratic and noble British Army officers, the native Indian, and the French, Scotch, and English merchants engaged in the extensive Indian trade. There were the Yankee and the Virginian Loyalists, the latter with their coloured slaves, and the colourful British regulars. Among the latter were kilted Highlanders from the wilds of Scotland and half-tamed recruits from Ireland's greenest bogs. Amherstburg was a lusty town, more fond of brawn than brain.

While Amherstburg is 150 years old the country fronting on the Detroit River in the vicinity was occupied as farmland some years previously, about 1784, by a group of half-pay officers including McKee, Caldwell, Elliott, Girty, and Bird, all names familiar to the history of the Revolution. This early group purchased their lands directly from the Indians, the Government having not yet acquired the land by treaty. Colonel Bird, who was a former commander at Detroit, chose as the site of his farm the future site of Amherstburg and Fort Malden. He arranged with a tenant, Mr. Hazel, to start clearing the forest, and in a few years, 16 acres along the waterfront was in crop. For his labour, Mr. Hazel received a slave, a negress, Hester by name. This slave was part of the booty that had fallen to Colonel Bird as his share of a successful raid he had lead into Kentucky against the rebellious Virginians.

Now when the Government had decided on the new Fort and lighted on Colonel Bird's land they chose not to regard his title from the Indians a valid one, though the other officers in a similar situation were confirmed in their grants. Colonel Bird was in consequence never recompensed for the expense he had laid out, or repaid the value of Hester. He petitioned the Government of the day from time to time until his death in Egypt on active service in 1802. His widow carried on the importunities for 30 years more, but with no satisfaction. So, to this day Amherstburg is unpaid for!

Twice the alarms of war were known in Amherstburg. First in the War of 1812, when for nearly two years the Americans held the Fort, and again in the Patriot troubles of 1837-38 when four battles were fought on the Detroit frontier. Happily, there followed the long years of peace. In 1851 the British garrison was withdrawn and the old Parade ground was laid out in streets and lots, so that now the Town Park is the only remnant left of the original drill field and for its use the municipality pays a yearly rental of two dollars.

From a frontier town Amherstburg has developed into a busy commercial centre. Her industries are centered in the heavy chemical and distilling lines. The large plant of the Brunner- Mond Canada, is a sky-scraper feature of Amherstburg's sky-line. It is one of the tallest industrial buildings in the British Empire, and produces crude soda ash. Nearby is the plant of Church and Dwight, makers of baking soda, and washing soda. The large distillery of Calvert's throughout the war produced great quantities of industrial alcohol, and their peace-time product is known on the markets of the world.

Amherstburg retains much of its old time charm and is very proud of its historic past. The pleasant waters of the Detroit River still glide by, now laden with the commerce of two nations. Many visitors find their way there, for a portion of old Fort Malden is now a National Historic Park with a Museum housing many interesting mementos of the past. Amherstburg is readily reached by Highway Eighteen and is served from Windsor with frequent bus service. 1946

6

Amherstburg and Fort Malden in the 1850's

Amherstburg in the 1850's was one of the most important towns in the Province of Canada. Its position on the lower Detroit River on the border between Canada and the United States made it a strategic point in the defence of Canada which had been recognized some sixty years earlier when the British planned the establishment of a Military Post at this site. Prior to that time the British Army, Indian Department, and Upper Great Lakes Naval Depot had been located at Detroit. But through the operation of the Jay Treaty, negotiated in 1794, the British withdrew from the Posts retained after the Revolution on the United States side of the Great Lakes. In 1796, and following years Fort Malden or Fort Amherstburg was built as an earthworks, a type of fort suitable for its location. The town of Amherstburg was laid out and built on at the same time. It lay just to the south of the new fort and opposite to the island of Bois Blanc. It was peopled with Loyalists, traders and craftsmen for the most part, formerly resident in Detroit.

For more than fifty years detachments of British regiments served at Fort Malden. In the War of 1812, and again in the Canadian Rebellion of 1837, there had been periods of excitement when battles were fought nearby, but after years of peace the determination was made in 1851 to withdraw the Regulars from Fort Malden. In their place, as a measure of economy, Fort Malden was to be guarded by details of men chosen from a Reserve Force known as the "Enrolled Pensioners." The enrolled pensioner's scheme comprised veterans of the British and East Indian Armies who had served out their original term of enlistment. At that time enlistment was for lengthy periods, twenty-one years in the Foot regiments, and only eighteen if service was in the cavalry. Apparently, the three years reduction was a concession to the wear and tear induced by "slap happy" saddles and the animals beneath. Accordingly, in 1851 the Regulars withdrew from Fort Malden, and the first of two large groups of Pensioners and families came to Amherstburg. A second group arrived in 1852. From their ranks a token force of only eight men were chosen for monthly terms to guard the buildings of Fort Malden.

When the Pensioners arrived in Amherstburg preparations for their reception were not yet completed, so for most of the first summer the old soldiers and their families camped in tents on the parade ground of the Fort. Meanwhile, streets and lots were being laid out on other portions of the Military Commons, and by 1852 some eighty-eight houses were built and occupied on that part of Amherstburg north of Richmond Street, and east of Sandwich Street. In 1854 when the Crimean War broke out a number of these Pensioners volunteered for further service, and in a number of instances were accompanied by teenage sons. In after years a nurse, Bridget Horan, who had served with Florence Nightingale in the Crimea, was a resident of Amherstburg. The coming of the Pensioners made an imprint on the town of Amherstburg which still remains in the family names of present-day Amherstburg residents.

The older part of the town, now comprised in the business district and the streets behind it, were described in an old Directory, in part as follows . . . "It has a very old fashioned look about it, most of the houses being built in the old fashioned French style. The streets are narrow and the sidewalks mostly paved with stones. There are six churches, one steam saw and two steam grist mills, a carding and woollen factory, a soap and candle factory, two asheries, two breweries, two tanneries, and a foundry. Amherstburg has also a Collector of Customs, an Inspector of flour and pork, and a market-place and a court house. It contains a thousand inhabitants, and has a weekly newspaper and a daily post." An old view of the town of Amherstburg and Fort Malden taken from the deck of a river steamer at about this period shows the old part of the town engulfed in trees with some of the church spires showing through, while Fort Malden, in the foreground, is bare of all tree growth. This barren appearance resulted from the precautions taken in 1837 Rebellion when all the remaining forest cover was removed from some 300 feet near the Fort so as to give a clear sweep to the guns defending the Fort. Bois Blanc Island was cleared at the same time of its original cover of silver poplar, the tree which gave the island its name in French.

By the 1850's Amherstburg was well-established as a shipping centre for the surrounding area. Flour, pork, tobacco, pearl ash, and walnut timbers found markets down the St. Lawrence, the eastern States, and overseas, while imports included such items as fabrics, hardware items, pottery, and settler effects. All heavy freight was shipped by water, but two lines of stage connected Amherstburg with the east by which passengers and mail were moved. At this period steam vessels, both side-wheelers and propellers, were rapidly replacing sail. Amherstburg was proud of a propeller which launched at Amherstburg in 1849, the EARL CATHCART. It plied between Amherstburg and Montreal making about three trips each month. Another vessel with its home port at Amherstburg was the PLOUGHBOY. It had been built at Chatham, but for much of its career was owned and operated by Amherstburg merchants. Until railroad reached Windsor, the PLOUGHBOY usually ran a route on Lake Erie. When this became unprofitable after the coming of the railroad the run was changed to Goderich and Georgian Bay where most of the remainder of the career of the PLOUGHBOY was spent. However, the end of the PLOUGHBOY came when she had been brought back to the Detroit River, and her named changed to the T. F. PARK for she burned one night when anchored in the stream opposite Detroit.

Amherstburg public men in the 1850's and earlier made strenuous efforts to have a railroad from the east make Amherstburg its western terminus. It was realized that a town to continue to have commercial importance in the dawning Railroad Age must have dependable year round transportation service, something which the Great Lakes steamers could not furnish. One of these ventures was called the Niagara and Detroit River Company. It obtained a charter in 1850 and the good will of many communities along the north shore of Lake Erie, but had the powerful opposition in the proponents of other lines further inland, railroads later built under the names of the Great Western and the Grand Trunk. When this first charter expired without much actual spade work being done, another line was proposed through road to be known as the Great Southern. By this time the Canadian Legislature was becoming wary of railroad enterprises which looked to Government or municipalities for finances, so the promoters found the organization difficult to complete. Quarrels broke out among the stock holders, and rival Board of Directors were elected. Resulting law suits and Legislative hearings slowed everything proposed, and in the end no railroad was built until the Canada Southern was built some twenty years later, and constructed substantially on the same route and grades as had been originally proposed. But even then Amherstburg was not served directly for the railroad's terminus on the Detroit River was one mile north of Amherstburg at Gordon Station from whence the railroad cars were ferried over to Michigan. It was not until 1892 that an extension

from Gordon Station, liberally bonused by the town, was built into Amherstburg. By that time the Canada Southern was owned by the Michigan Central and that line had made a more direct route to Detroit by a cutoff at Essex to Windsor, so Amherstburg found herself after forty years of rosy dreams the terminus of a branch line!

A feature in the life of Amherstburg in the 1850's was the presence of a considerable number of former slaves, who as fugitives, had entered Canada at Amherstburg after escaping from bondage in the States. A number of persons, acting individually or as agents of anti-slavery associations, financed often by New Englanders, of sympathetic English, taught school, or did social work among the former slaves. The incidents related by them, and others like them in other places were incorporated by Mrs. Stowe in the story of "Uncle Tom's Cabin, or Life Among the Lowly." This novel is generally credited with crystalizing anti-slavery sentiment in the United States which lead to the Civil War and the abolishment of slavery in that country. The Reverend Josiah Henson, whose life story was the original inspiration of Mrs. Stowe, had as a coloured volunteer served at Fort Malden in the Rebellion of 1837. Several congregations became firmly established in the 1850's in churches which still flourish in Amherstburg and neighbouring communities now deserted by their former supporters, have fallen into decay and the sites of some are only determined by the broken tombstones of a long-disused cemetery. The first large impetus to the culture of tobacco in Essex County was given by the fugitive slaves who introduced new methods and expanded the trade past its former home consumption basis.

Still another feature in the life of Amherstburg a century ago was the nearby Wyandot Indian Reserve which occupied most of the township of Anderdon. The Wyandots were a remnant of the Huron nation which had formerly lived in the Georgian Bay area. Their ancestors had escaped the massacre at the hands of the Iroquois in 1648, and after a generation of wandering had finally come to the Detroit River about the first decade of the 1700's. Here, especially after the War of 1812, the Wyandots came to feel was "home" and in Anderdon they made rapid strides towards civilization. In the 1850's the final moves were made which resulted in the enfranchisement of the Wyandot Nation, the first group of Indians in Canada given the privilege of voting in elections. The Wyandots had been early Christian converts, and intermarriage with French and English traders among them was common, so that today there is no person left of pure Wyandot blood, and even the language is practically lost.

In recognition of the services of the Wyandots to the British in past days the National Historic Sites and Monuments Board will erect a tablet in the near future marking the site of the Wyandot Council House near Amherstburg.

In the 1850's Amherstburg had a varied array of spare-time pursuits, though one can wonder where the spare hours were found, as the shops and stores opened early in the morning and remained open until nine o'clock in the evening. The "Young Men's Mutual Improvement Association" had a reading room, library, and debating hall in the Sons of Temperance Building. A story is told of one of the local clergy, who had privately expressed the opinion that "Amherstburg was a century behind the times" and who had been prevailed upon to attend one of the soirees of the debaters, and afterwards was questioned "As to what was his opinion of the state of culture in Amherstburg?" replied briefly, "Well, I will take fifty years off!" Doubtless, to an Old Country University man versed in the classics, Amherstburg would offer little mental stimulus. However, the physical side of Amherstburg citizens well-being was taken care of, according to the season, by many participating and spectator sports. Boating, swimming, and fishing were enjoyed on the Detroit River as they still are. Duck hunting, turkey, deer and bear shooting were only an hour away. The former quarter-mile horse races of the Army days were being replaced by harness races, raced on the ice in the winter and oval tracks in the summer.

At the Fall Fair which had been instituted in the early 1840's, and which was to continue for seventy odd years, there were foot races and broad jumping contests, and cricket games. Cricket was played in Amherstburg up to 1905. There were two fire companies, who besides their occasional call of duty to put out a burning building, functioned as a social club. They, of the town lodges in the winter season, sponsored quite elaborate balls. Guests from Detroit, Windsor, Chatham, Kingsville, would be present, and in turn, the Amherstburg hosts would visit their friends. Travel was by horse and sleigh, and when going far afield a week would be spent in attending one ball. One such ball attended by an Amherstburg group in 1859 was held at Port Huron where the hosts were the engineers then building the Detroit and Port Huron railroad, now part of the Grand Trunk. This was the railroad on which Thomas Alva Edison, the future inventor, was a news "butcher" and from which he was ejected one day at Smith's Creek Station when in the course of his chemical experiments he set fire to the baggage car. It is interesting to note announcement has been made of the proposed abandonment of service this coming autumn of this stretch of road after nearly a century of service.

In the 1950's, a century after the period we have been discussing, Amherstburg still retains much of its old-time setting. The downtown business section, the oldest portion of the town, has resorted to one-way traffic to cope with the old-fashioned narrow streets, streets laid out almost 160 years ago before automobiles were dreamed of. There still are many buildings of the 1850's in daily use. Instead of a placid inn they are now a rushing chain store. Industrial expansion has brought suburbs and a heavy increase in population, but the old and new is expressed in Amherstburg's slogan, "A modern town in an old world setting."

Old Fort Malden itself has undergone a succession of changes. In 1859 the Pensioner scheme was abandoned, and Fort Malden was turned over to the Province of Canada. The buildings were then utilized as a branch of the Toronto Lunatic Asylum, and were so used for about twelve years, when the inmates were removed to a new Asylum built at London. In 1875 the Asylum Reserve was surveyed into streets and lots, and sold by auction. A portion of Fort Malden was acquired by a lumber company and the buildings used for mills and the storage of lumber. This continued until after the end of the first Great War when the property again came on the market, and the buildings were then remodelled into houses. In 1935, a portion of the old earthworks of the Fort was set aside as a National Park, and 1941 a museum was opened.

In 1945 an additional portion of the former Fort was added to the Park, and at present there are two museum buildings housing a large collection of Military, Indian, Pioneer, and Great Lakes relics reflecting the history of the area.

7

Mathew Elliott's Indian Capital

In May 1956, the homestead of Mathew Elliott, weighted with years, fell to the ground. It had been erected on the lower Detroit River near present-day Amherstburg in 1784, as far as can be determined. Thus ended the last concrete tie with a glorious period in border history when Mathew Elliott's homestead was in every real sense the capital of a vast Indian empire extending from Lake Erie to Mississippi.

Following the Revolution it was to the British Indian Department the Indians of the Ohio valley turned for comfort and support in their struggle to hold the Ohio country. It was to prove a futile struggle as the Virginians and New Englanders pushed steadily westward in ever- increasing numbers, but for a generation — until the War of 1812 ended — the Indians had some hope of victory. Mathew Elliott twice held the appointment of Deputy-Superintendent- General having in charge the British government's relations with the western Indians. His efforts on their behalf ended only with his death on service in the War of 1812.

Mathew Elliott was a native of Ireland who came to America, probably as a soldier, for he is noted as having served in Bouquet's expedition for the relief of Fort Pitt at the time of the Pontiac Conspiracy. The British set up an Indian Department at Fort Pitt, and sought in every way to conciliate the Indians. Settlers were restrained from trespassing in the Indian country by for- bidding settlement past a certain line, and would-be traders in the Indian country were licensed. Generally speaking the British assumed obligations to the Indians as formerly exercised by the French.

Mathew Elliott became a trader in the Ohio country. Others who were to be noted figures in border history were in western Pennsylvania at this period — Alexander McKee, William Caldwell, William McCormick and the Girty Brothers, Thomas, Simon, George and James. Most of them became engaged in the Indian trade and some of them, including Mathew Elliott, consorted with Indian women and acquired Indian children. By thus allying themselves so permanently with Indian families they gradually acquired the subsequent immense influence at the Indian Councils which in later years bent the Indians to British policy.

Mathew Elliott first appears as a personage in history in Lord Dunmore's war. Dunmore was the Royal Governor of Virginia and his war was motivated in part as punitive expedition to chastise Indians who had stolen horses, and in part to assert Virginia's claims against Pennsylvania for territory along the Ohio. The Indians had resentments to resolve also. There had been a particularly callous murder of an Indian family at the hands of revengeful whites which set the whole of the Shawnees, Delawares, and other Indians of the western confederacy to action. So in August 1774, the stage was set for conflict. Dunmore had assembled some 3,000 Virginia militia and advancing from the settlements in two columns separated by fifty miles of forest proceeded toward the Ohio river. One column under the command of Colonel Lewis

while encamped at Point Pleasant was attacked by the Indians. The Indians were only driven off when night fell. The Virginians lost one half of their officers and had 52 men killed. The Indian loss was 21 killed and 233 wounded. Among the slain was the father of Tecumseh, and the loss of his father gave Tecumseh, then a boy of thirteen, a motive that was ever after directed against the Virginians.

After the battle the Virginian forces crossed the Ohio and formed a juncture with the main column under Lord Dunmore at Camp Charlotte. The Shawnee towns were in despair and felt themselves helpless to resist the combined force that Dunmore then commanded, so Mathew Elliott, a trader then at one of their towns, was sent with a white flag to seek a basis for peace. Dunmore was agreeable to a suspension of hostilities, but many of the men in camp, especially those who had been in the battle at Point Pleasant were displeased. Nevertheless, Dunmore dispatched two of his scouts, John Gibson and Simon Girty, to return with Mathew Elliott to arrange a Council.

This meeting of Elliott and Girty marked the beginning of a collaboration that lasted for 40 years. At the Camp Charlotte Council the Indians agreed to permitting the Virginians hunting rights in Kentucky and the unhindered use of the Ohio river for transport.

Soon the events leading up to the outbreak of the Revolution took place and the residents at Fort Pitt were divided in sentiment. Mathew Elliott remained loyal and set off on a trading expedition. Somewhere in Ohio he and his outfit were taken by the Indians and he was escorted into Detroit as a prisoner. Governor Hamilton, undertrain of Elliott's protestations of loyalty sent him to Quebec. At Quebec Elliott established his loyalty and he was allowed to return to Fort Pitt.

Meanwhile at Fort Pitt the Continentals had attained control, and the leading Loyalists decided to leave the vicinity. On March 28, 1778, Mathew Elliott departed for Detroit in the company of Alexander McKee and Simon Girty. McKee had been Agent at Fort Pitt, and Girty an interpreter and when all three arrived at Detroit, were employed in the Indian Department. As the Revolution progressed still other former Fort Pitt acquaintances met at Detroit, among them William McCormick and Simon Girty's brothers, George and James. All these men had lived among the Indians as traders and were familiar with the lay of the land, the languages, and the Indian personages. On this account the British at Detroit were most successful in keeping the eastern frontier intact.

Raids from Detroit were made across the Ohio into Kentucky, then a new made county of Virginia. Frontier blockhouses guarding Fort Pitt were ambushed. The Continental retaliation was against the Indians and their towns in the Ohio country and at no time were projected expeditions against Detroit successful. In the Illinois country the British were less successful as the Virginians under George Rogers Clark captured Kaskaskia and Vincennes. Vincennes was recaptured only to be lost again. Elliott took part in all these campaigns leading contingents of Indians along side the Regulars and Detroit militia.

Almost all the Indians fought against the land-hungry Continentals, the one exception in Ohio being Christian Indians gathered in the Moravian Brethern missions of Gnaddenhutten and Schoenbrun. Under the guidance of the Moravians these Indians sought to be neutral as one of the tenets of their faith regarded war as being immoral. Despite this well-known neutrality these Mission Delawares were surrounded by a raiding group of Kentuckians under the nominal command of Colonel Williamson and herding them into one of the mission buildings some 97 of them were killed. If it had not been for Mathew Elliott still more victims might have fallen as in the preceding autumn he had removed the Moravian mission Indians to a new site near Detroit. Those killed at the Mission had imprudently returned to harvest the crop of abandoned corn.

The pagan Indians, when news of the massacre spread, were horrified. A few months later, in May of 1782 when another similar raiding party came into Ohio the Indians resolved to make them pay for the crime committed at the Mission. Scouts carefully observed their movements and when the Kentuckians were encamped in a swampy area where the horsemen would be at a disadvantage the Indians made an attack from all sides. The Kentuckians were totally defeated and their leaders captured. Mathew Elliott was one of the leaders on this occasion. As a justified punishment Colonel Crawford was passed from village to village and condemned to be burned at the stake.

The most telling battle of the war on the frontier was the defeat of the Kentuckians at the Blue Licks in August 1782. It was important because so many prominent Kentuckians were present and almost every family lost a member. Among the killed was second son of Daniel Boone. This battle is sometimes referred to as the last battle of the Revolution but not so in fact as the Kentuckians quickly rallied and invaded Sciota valley, burning five Indian towns. Meanwhile, Cornwallis surrendered his army and the Revolution came to a close by the British Parliament acceding to the independence of the confederated colonies. The Army and Indian Department officers were placed on half-pay and sought means to make their living. Mathew Elliott, Alexander McKee, William Caldwell, Simon Girty and others were presented with a tract of land along the lower Detroit by the Wyandot Indians. For his share Elliott received the most desirable lot. It had been the former site of the Bois Blanc mission abandoned some 30 years before. Elliott had among his servants some forty to sixty slaves which came to him by reason of his success in raiding the Kentucky Stations. With their aid he erected a home for himself, huts for the servants, and all necessary outhouses needed on a large farm. In a few short years Elliott had the second-growth of trees removed and was tilling the soil to the admiration of every traveller who passed his way. Many did and some like Isaac Weld and the Quaker Commissioners left a record of their impression of Elliott and his enterprises.

About this time Mathew Elliott was appointed as Deputy Superintendent General at Detroit. As one jealous commentator stated, “he enjoyed much the sunshine of Government.” Elliott set up a warehouse at his farm for the reception of the Indian presents and for the next few years his home was the capital of a vast tract extending from Lake Erie to Spanish territory on the Mississippi.

The Indian Department had much to do. While peace had nominally ended the war of independence the Indians never ceased to oppose the inflowing Americans seeking out the rich lands up the side valleys of the Ohio. The Department sought to be neutral but by long custom the Indians looked to the Department for guns and powder which the Indians were certainly in need of for their hunting. Accordingly, each summer bands of Indians would come to Elliott’s to be refitted for the next year’s hunt. Thousands of pounds in English money were dispensed in goods by him. While at Amherstburg the Indians were given rations and we find for the year 1796-97 these amounted to 97,790 averaging no less than 268 persons daily. No wonder Elliott was looked to as an elder brother by the Indians.

However, through a garrison intrigue Elliott was dismissed on charges of falsifying his returns of the numbers of Indians at Walpole, and before his explanations were received his dismissal was confirmed by the King himself. Elliott felt himself wronged and made preparations to go to England to lay his case before the authorities, but in the end he proceeded no farther than York. His protestations, however, bore fruit at a later date, when in 1808 relations with the United States became strained, because he was then re-appointed to the Indian Department. In the interval he had been elected to the Upper Canada Legislature and had married Sara Donavan, a daughter of a Detroit school teacher.

Tecumseh, with his brother the Prophet, had now come to the front, and the Indians were making a last determined stand in the Wabash country against further American inroads on

their ancient territory. In 1811, during Tecumseh's absence in the South, Harrison's troops burned the Prophet's town and defeated the confederated Indians. The remnant fled to Elliott's for shelter and the following winter they were quartered and fed on Bois Blanc island. Tecumseh returned and learning the fate of his town was more than ever anxious to be revenged on the Americans.

When the War of 1812 broke out Tecumseh offered his services to the British at Fort Malden. Elliott by now was an old man but despite his age became actively employed in assisting Tecumseh bringing in the Indians. In a short time enough had been collected to save Fort Malden and force Hull who had invaded Canada to return to the Michigan shore. When the British and Indians were reinforced by Indians from Michilmacinac and militia from the east Detroit was invested and captured. From that time on Elliott was present at every major engagement on the western frontier. Following the defeat of Barclay's fleet by Perry at the Battle of Lake Erie the officer commanding at Fort Malden, Colonel Procter, decided to retreat to Burlington on Lake Ontario where the main British force lay. Elliott made what preparations he could. His own family was placed in coaches, and his valuable plate packed for transport. Slowly, the retreat got under way, the Army in advance with the Indian Department Indians forming the rear guard. When it became evident that the troops of Harrison were near some of the Indians slipped away in spite of all Elliott could do or promise. In a few days more the battle of the Thames was fought and Tecumseh was killed and the retreating troops taken.

A few escaped and made their way to Burlington and there Elliott rallied the Indians and once again plunged into the war, this time on the Niagara frontier. But exposure wore him down. He felt his end approaching, made a Will, later added a codicil, and died May 7, 1814. So ended a career of more than fifty years in the Indian country.

He was succeeded by his old colleague, William Caldwell, but the Indian Department affairs at Amherstburg no longer had the vast sweep of Elliott's earlier day. The death of Tecumseh ended that dream. Attention turned to local and petty affairs and in the early 1830's the Indians resident in the United States were cut off from British bounty. Amherstburg soon ceased to matter in Indian Affairs and the administration was removed to Sarnia. Nothing remained but Elliott's old establishment slowly settling into the dust of time, and now the earth had reclaimed that in this year of 1956.

8

Simon Girty — Hero or Renegade?

The story of Simon Girty, the frontiersman of the Revolution and the War of 1812, is a prime example of the distortion that can be given to "history" — in this case meaning the appearance in literature of a personage long subjected to adverse propaganda. "Renegade" and "heroic frontiersman" are the two guises in which he has been portrayed. This sketch is an attempt to separate the myth from the man.

Simon Girty's later years were closely associated with the Detroit River area where he held the appointment of Interpreter in the British Indian Department, first at Detroit, and later at Amherstburg. In Essex County, Ontario, scores of persons have Girty for an ancestor and it has been a perpetual source of annoyance down through the years to his descendants to read stories not true imputing to Girty deeds in which he had no part.

Undoubtedly, Girty was rough and tough, a true product of his age and situation. The myth that has grown around the image of Girty suited the war-time tensions born of the Revolution and American hatred of the Indians — the general downgrading of him as one of the "enemy". Poor identification and communication contributed the myth, the acts of others being attributed to Girty. The result has been that in novels and a modern play, Girty is held out as the arch-type of frontier ruffian. However, some, more serious writers, have made an honest attempt to show Girty as he was, a minor officer of the British Indian Department doing his duty as he saw it.

Simon Girty was born on the frontier at a period when the French and British empires were expanding their bounds in the Ohio country at the expense of the Indians. The date of his birth has been given as November 14, 1741, the second son born to Simon Girty, Senior and his wife Mary Newton. His elder brother was Thomas, and at two year intervals two more brothers came into the Girty household, James and George.

The Girty home at this period was on the east bank of the Susquehanna River five miles above present Harrisburg, Pennsylvania. There were various removals but the Girtys lived always on the extreme frontier under primitive conditions. Simon Girty, Senior was a trader in the Indian country, but also kept a tavern as an accommodation to travellers and neighbours.

Tragedy entered the Girty story when Simon Girty was killed in an affray by a bond-servant, Samuel Sanders. In this same affair John Turner, a neighbour, killed an Indian known as "The Fish". Sanders was convicted of manslaughter at the assizes in April 1751. Sometime later, in 1753, Turner married Girty's widow, and by this marriage was born still another son to the former Mary Newton. This son, Thomas Turner, was born about 1755.

The American phase of the Seven Year's War soon engulfed the frontier. The French had erected Fort Duquesne at the junction of the Monongahela and Allegheny Rivers and by this means held the key to the Ohio country. Braddock, the British commander moving from

Virginia towards Fort Duquesne was defeated in the Battle of the Wilderness, July 9, 1755. The next season, Noyan de Villiers, the French commandant at Fort Duquesne moved eastward against Fort Granville, a British outpost on the Juanita River. The Turners with the Girty boys and others of the neighbourhood were taking shelter at the palisaded fort when it was surrounded by the French and their Indian allies. Resistance was hopeless. Turner himself opened the gates and gave entry to the Indians.

The Indians conducted the Fort Granville prisoners to the Delaware Indian town of Kittanning on the Allegheny. At this place Turner was identified as the killer of "The Fish" and accordingly was executed in the Indian fashion by burning at the stake. Mrs. Turner and the Girty boys were witnesses to the stepfather's sufferings.

The family members were then separated. Mrs. Turner with her two younger sons, George Girty and John Turner were adopted by the Delawares. Thomas Girty, the oldest son made a successful escape about this time. James Girty was adopted by the Shawnees, while Simon Girty was taken to Upper Sandusky in Ohio to a Seneca town. Simon was then about fifteen years of age and for the next three years until the general pacification lived among that tribe.

This period of Indian captivity gave the Girty boys a taste for Indian life which never left them. Each had become able to converse in the Indian language in use in the Ohio valley and thus they were able to act as interpreters for the traders which then surged into Fort Pitt, the former Fort Duquesne.

Simon Girty in 1760 was employed by a trader as an interpreter in the Delaware Indian towns northwest of the Muskingum River in Ohio. There he became so well liked that a Delaware chief, KA-TE-PAPKO-MEN, exchanged names with him. Thus early in his career he exerted that influence which in the years of the Revolution and the Indian wars afterwards made him such a valuable agent for British influence.

A little later Simon Girty became the owner of a small farm four miles from Fort Pitt, and, as he states in his Loyalist claim, "he was its first owner". Here he kept a supply of pack horses used in his trading expeditions to the Indian towns for he was now a trader on his own account. In 1773 and 1774 he acquired further property at Nannahstown. The former owner had been harassed by the Indians and this was the inducement which caused him to seek a less exposed situation. The Indians of the frontier had become restive, stirred to action by the murder by a party of whites of the family of Chief Logan. Virginians, ever land hungry, were anxious to retaliate and move across the Ohio and chastise the Indian towns. This brought on what history names "Lord Dunmore's War".

Lord Dunmore was the Governor of Virginia and sincerely desired peace with the Indians. Simon Girty was employed as a scout for this expedition going with the main body of Dunmore's troops which moved through the mountains by the Potomac gap. Crossing the Ohio they moved toward the Indian towns by way of the valley of the Hockkocking. They were met by a white man carrying a flag of truce. This man was Mathew Elliott, a trader like Girty operating out of Fort Pitt. They were destined to be closely associated for the remainder of their lives. Arrangements were made for a parley at Camp Charlotte where Dunmore's army rested.

Meanwhile the left wing of Dunmore's forces operating on a parallel course some sixty miles to the west had met the Indians in battle on October 10, 1774 at Point Pleasant, both parties suffering severe losses in a day long battle. However, after being reinforced they too advanced further against the Indian towns until halted by reason of the parley.

Chief Logan, the personage around which the border was moved, did not appear at the parley. Simon Girty was sent by Dunmore to seek out Logan but with a verbal message. At Girty's dictation, John Gibson, another scout, wrote down what became known as "Logan's Lament". It was published later in the Virginia Gazette and later incorporated in the general

body of American literature in Thomas Jefferson's "Notes on Virginia". This recital brought forth from memory by the unlettered Simon Girty has been termed the finest example of Indian eloquence. This was Girty's first appearance on the stage of history.

At Fort Pitt Girty held the appointment of lieutenant in the local militia. On the outbreak of the Revolution in 1776 the sentiment in the Fort Pitt area was for Congress and against the Crown. Girty for his own safety and the protection of his property continued to act in the regiment for some months until he with other Loyalists, McKee and Elliott, fled to join the British standard at Detroit. This earned him the name of "renegade".

During these last few months at Fort Pitt, Simon Girty incurred the enmity of a very literate person, John Ernestus Heckewelder, a missionary among the Delawares, whose writings in after years did much to paint Girty as an odious example of frontier ruffian. Heckewelder encountered Girty one night and upbraided him for his boisterous conduct and language. Girty resented this and struck Heckewelder, breaking two of his teeth. Ever afterwards Heckewelder was ready to report anything derogatory about Girty. Circumstances brought the two men together many times and the general tenor of such encounters was that Heckewelder acted as if he was in fear of his life, while Girty, more or less seriously, gave him by his words and actions justification for those fears.

Girty was undoubtedly an irreligious man. Recent research has suggested that the Girty family originally were Palatinate refugees settled in Northern Ireland. There for a generation or more, on account of language differences, the refugee's spiritual welfare was neglected and they became very dissolute, but eventually the Methodists began work among them and they became thoroughly reformed in their daily lives. Meanwhile, the Girtys had emigrated to Pennsylvania, where living on the frontier they were but little exposed to the Church and its workings, and so it is not to be wondered at the Simon Girty was profane in his speech and thus gave offense to Heckewelder.

It is true that Simon Girty was a life long user of alcoholic beverages. Excess was normal for the times and place. "Temperance" sentiment as a social force was still in the future. In his old age, when living at Amherstburg, and, partially crippled by the stiffness of his legs but still able to keep astride his horse, it is related that Girty would direct his horse up the tavern steps so that he could rap on the door with his stout cane and so summoned the tavern-keeper to order a drink. Girty's cane is now an exhibit at the Fort Malden Museum in Amherstburg.

For seventeen years from Girty's joining the Indian Department at Detroit he was actively employed in assisting to American penetration. Many colourful tales are told of his actions in exploits ranging from Pennsylvania through Ohio to Kentucky. At the end of the Revolution Girty acquired, along with fellow officers of the Indian Department, land along the lower Detroit River south of Amherstburg for as a Loyalists he was exiled from the new United States. This farm land became his future home.

To the Malden farm Simon Girty brought his bride, Catherine Malott, a girl twenty-four years his junior. Their marriage according to the old age testimony of Catherine herself took place "at the mouth of the Detroit River in 1791". Their marriage was solemnized by a clergyman, a rarity for Protestants in that period on the frontier as usually such marriages were performed by the officer commanding at Detroit.

Catherine Malott's family were of French extraction living in Maryland when it was decided to move into new territory in Kentucky. Coming down the Ohio River their flatboat was attacked by the Indians and all the family captured except the father who made his way back to Maryland.

After many hardships the remainder of the family with the exception of Catherine were brought into Detroit and there ransomed and released. Meanwhile. Catherine from her beauty was much admired by the Indians and they retained her in an Indian town in Ohio. At Detroit

Catherine's mother, Mrs. Malott, saw Girty and received his promise to bring Catherine away from the Indians. Girty accepted the commission and in doing so found himself a wife.

Girty returned to active service in the War of 1812 and participated in all the main affairs in which the Indians were engaged on the Detroit frontier. He went on the retreat from Fort Malden and finished out the war on the Niagara frontier.

Girty returned to Amherstburg in 1815 after the war, now definitely old and feeling the weight of years. He became blind and made his home with a niece whose husband kept an inn in Amherstburg. He was a legend in his own lifetime, and travellers stopping at the inn could scarcely credit that the old man sitting by the fireside was the fearsome frontier character that war time propaganda had conjured up. Here he died February 18, 1818.

Girty died holding the respect of all those that knew his personally. His remains were interred in the family burying plot of his Malden farm. A detail of soldiers from Fort Malden were present to fire a last volley as a tribute to, as the inscription on his monument recites, "this faithful servant of the British Indian Department". 1961

9

Colonel William Caldwell

William Caldwell was reputedly a native of Ireland born about 1750. He died in Amherstburg in 1822 and was buried in the cemetery of St. John the Baptist Church.

In a draft of a MEMORIAL TO GOVERNMENT prepared shortly after the War of 1812 and now in photostatic copy in the Fort Malden National Historic Park Museum, Caldwell sketched some forty years of his career on the frontier. I quote:

> *"I came to America in 1773 and joined Lord Dunmore as an officer on the expedition against the Indians, was wounded June the 9th, 1774, on the Monongahela, and the 10th October following at the battle of the Kanaway received a very severe wound. In 1776, I commanded a company under Lord Dunmore at the storming of Norfolk in Virginia. On the 7th of January received a severe wound. It is well-known that as a result of that unfortunate affair obliged his Lordship to embark his force. From thence I proceeded with recommendations from his Lordship to Colonel Caldwell commanding the 8th Regiment at Niagara in Upper Canada. In 1777 appointed Senior Captain in Butler's Corp of Rangers and continued through the years 1777, 1778, 1779,*
> *1780 actively employed harassing the enemy on their frontiers. In 1782 I was ordered with a detachment to Detroit to oppose Colonel Crawford then on his march for Detroit. On the 4th of June met Colonel Crawford at Sandusky where, with the assistance of the Indians, I succeeded in destroying his army.*
> *On this occasion I received two severe wounds.*
>
> *In August ensuing fought the Battle of Blue Licks, in Kentucky, and several others* in *Virginia, and remained actively employed until the reduction in 1784.*
>
> *At the commencement of the late war I was appointed Deputy Quarter- Master General of Militia in which capacity I served until the retreat of the Right Division of the Army under Major-General Proctor. My sons, three of whom were officers in the Militia, and one* a *Captain in the Indian Department, served with the Right Division of the Army in the capture of Detroit, battle of Fort Meigs, Frenchtown, and Sandusky etc., and joined the Right Division as volunteers.* Was *in the affair at Longwoods, and on the juncture of the Right and Center Divisions of the Army two of them were appointed as officers of the Western Indian Department, the other, as volunteer was at the capture of Niagara, Lewiston, Fort Erie, and Buffalo, etc. and in the subsequent actions with myself as Deputy Superintendent-General of Indian Affairs, at Chippewa,*

Lundy Lane, and the siege of Fort Erie, during which one of my sons received a severe wound.

That upon the retreat from Amherstburg, the whole of your memoralist's property fell into the hands of the enemy . . . "

At this point the document ends. A second draft is essentially the same, one point of variance being the reference of the assistance of the Indians at the defeat of Colonel Crawford is changed to "the assistance of Divine Providence". The Indians would have felt honoured if they had known that Caldwell equated their services on that occasion with the workings of Providence.

To revert to Caldwell's initial service in Lord Dunmore's war: Lord Dunmore was Governor of Virginia and under the Dominion's interpretation claimed jurisdiction across the Ohio. A series of Indian raids on the frontier settlers had followed the wanton murder of Chief Logan's family. To pacify the frontier, Dunmore organized an expedition which proceeded from the settled regions of Virginia in two columns. One column was led by himself and the other, led by Colonel Lewis, followed a parallel route some twenty miles nearer the Indians. At the mouth of the Kanaway at a camp formed on Point Pleasant facing the Ohio the Indians made a surprise attack. The whole of the forces available to the Indians was present at the Kanaway and fought under the direction of Chief Cornstalk. At the end of a day long battle the Indians withdrew. The losses were heavy on both sides. Lewis's column lost half their officers killed and fifty-two men, and as we have seen, Caldwell received another wound. The father of Tecumseh was killed in this battle and that event gave Tecumseh the bias he afterwards exhibited against the Virginians. Meanwhile, Dunmore's own column marched unopposed into the undefended Indian towns where they awaited the arrival of Colonel Lewis and the Indian leaders. Upon arrival, Lewis' men gave vent to their belief that Dunmore had purposely exposed them to the full brunt of the Indian attack. A few months later this had a bearing on the allegiance of the militia upon the outbreak of the Revolution. Most of the Virginia militia turned their backs on Lord Dunmore and forced his retirement from the colony.

This first campaign of Caldwell on the borders of Virginia, his first appearance in history, introduced two other figures destined to play a large part in border history and on the local scene. I refer to Mathew Elliott and Simon Girty both residents and traders in the Indian towns. All three were destined to come to the Detroit frontier. All three were close associates of the Indians. At the time of Lord Dunmore's advance into the Indian town, Elliott was a trader there while Girty was an interpreter. Dunmore sent Girty to interview Chief Logan in an effort to gain Logan's assent to peace but returned bearing only Logan's belief in the uselessness of proposed peace, voiced in terms of eloquence and known in literary history as "Logan's Lament".

Upon the breaking out of the Revolution Caldwell continued as an officer in the Royal forces. In the very severe action at Norfolk marking the withdrawal of the Royal government, Caldwell was again wounded. Recuperating from his wound and bearing his general's recommendations, Caldwell proceeded to Niagara where he was taken under the wing of a Colonel Caldwell, who in all probability was some relation. At Niagara our William Caldwell became a senior Captain in the noted corps of Butler's Rangers. The services of that corps in connection with the Indians, served to prevent American occupation of western New York province, especially after the surrender of General Burgoyne at Saratoga in 1777.

Caldwell took part in the campaign of 1778 and commanded one of the Army wings in the noted battle of Wyoming. He was one of the British officers receiving the capitulation of the rebels. The battle of Wyoming is remembered in history for the massacre of some of the prisoners at the hands of an Indian chieftainness, "Queen Esther", also known as Catherine Montour. Angered by the death of her son in battle she took revenge on the hapless prisoners.

Unfortunately, the incident was made the subject of a poem and received wide circulation with great propaganda value as "Gertrude of Wyoming". We are reminded of a later incident, this time in the War of 1812, when again some prisoners were slain (at Frenchtown — present-day Monroe, Michigan) giving rise to the American rallying call "Remember the Raisin" and used by them throughout the remainder of the war. It is a coincidence that William Caldwell was nearby on both occasions.

Coming to Detroit in the early summer of 1782 with reinforcements from the 8th Regiment, Caldwell took station at Sandusky to intercept Colonel Crawford's column advancing slowly from Kentucky. There he met with Mathew Elliott and Simon Girty, his former acquaintances in Lord Dunmore's war. Both Elliott and Girty had been at Detroit for some years where their influence among the Ohio Indians had grown steadily. The immediate task in hand was to capture Colonel Crawford and defeat his force. In the previous year another expedition from Kentucky under Colonel Williamson had advanced into the heart of Ohio ostensibly looking for strayed horses, but in reality a punitive expedition against Indians they suspected of having stolen the horses. On that occasion not finding what they had been seeking they fell in with some Moravian Mission Indians and resolving to take some scalps, herded these non- combatant Indians into their own church where some ninety-seven were killed and scalped. This crime horrified the Indians of the surrounding area so when news of Crawford's expedition became known the Indians resolved to inflict punishment on his column for the crime of the previous year. The Indians by feints and retreats tolled Crawford's expedition over a period of ten days until Crawford's column was in a wet prairie where the horsemen were at a disadvantage. Then, with the troops the Indians attacked the encircled Kentuckians. The battle was day-long and in the succeeding night under cover of darkness a few escaped, but most were killed or taken prisoner. Special pains were taken to accomplish the capture of the leader uninjured, with the view of exhibiting him in various Indian towns before burning him at the stake. This was done and Crawford died a slow death in a village some miles away from the battle site. Simon Girty was a witness but Caldwell, having received two wounds, was brought back to Detroit.

In August Caldwell was sufficiently recovered to head the troops in an expedition to the Blue Licks in Kentucky. This was designed to keep the Americans off-balance and prevent any concentration of troops that might be used against Detroit. By this time the Indians and the troops were used to each other and co-operated splendidly combining a frontal attack, a fake retreat and an ambush the Kentuckians were over-whelmed. It has been said that almost every family of prominence in Kentucky lost a relative on that day and for years thereafter the day was observed as a day of mourning. The monument erected at the site gives due credit to Caldwell, Girty, the Indians and Canadians.

With the return of peace when Great Britain acknowledged the independence of the former colonies, the Army was reduced and the officers placed on half-pay. Caldwell entered civil life and with other former officers of the Army and Indian Department received as a gift from the Wyandot Indians, a tract of land along the lower Detroit River. At that time such a gift was not legal as only the Crown could deal with the Indians. However, in 1790 the Crown through McKee's treaty extinguished the Indian title except for certain plots reserved by the Indians. In the end, though many years late, Crown grants were registered to the riverfront occupants. One early proposal for the settlement of former Rangers was only partially carried out. A good number of Rangers came up from Niagara but grew weary waiting for the settlement of the Indian treaty and returned east. Their tickets of location issued by the commanding officer at Detroit were sold or traded to later-comers among whom we number most of the "Loyalists" families. However, this scheme eventually settled the present townships of Colchester and Gosfield. In 1788, two years previous to McKee's treaty, Caldwell obtained directly from the

Council at Quebec a tract of low-lying land in Malden township for his sons William Caldwell Jr. and James Caldwell. This tract is still known as "Caldwell's Marsh". In 1832 the brothers made a division of the property. Colonel Caldwell's own farm lot had a half-mile frontage on the Detroit River and extended back to the present 6th Concession road of Malden. Simcoe Street in Amherstburg and the Pike Road in Malden marks the north boundary of his farm. Caldwell's residence was built on a slight knoll surrounded by a picketed stockade and was located about six hundred feet east of the riverbank. Evidently, Caldwell's experience on the frontier was made use of in choosing the site as two small streams bounded the property. Before the actual founding of Amherstburg (in 1796) Caldwell in anticipation of the evacuation of Detroit had drawn up a town plot on his property which placed he called "Fredericksburg". A photostat of the plan is in the Fort Malden Museum. Caldwell's residence was burned when the Americans occupied the town in September 1813. His later home was on Ramsay Street where he died.

In the War of 1812 Caldwell was approaching old age. Nevertheless, he accepted the appointment of Quarter-Master-General of Militia for the Western District and acted as such until the retreat in the fall of 1813. He finished out the war on the Niagara frontier, and following the death of Mathew Elliott he succeeded to the position of Deputy Superintendent-General of Indian Affairs. Following the war the scope of the Indian Department at Amherstburg was greatly restricted, partly to save expenses and partly to lessen offending American sensibilities. The frontier was receding and Amherstburg was no longer an outpost. As a mark of this "Captain Billy", Caldwell's son by a Wyandot mother, removed to Chicago where he played a part in that city's development.

Caldwell had nine children at least, possibly ten. Some sources indicate that Captain Billy had a sister, child of the Indian wife. Caldwell's second wife was Susan Baby and she died in 1812 leaving eight children. Two of her sisters had married Army officers. Archange Baby married Lieutenant Ralph Ross-Lewin of the 5th Regiment, while Therese Baby married for a second husband Lieutenant Thomas Allison, also of the 5th Regiment. These two sisters spent their married days in Quebec. Archange becoming a widow married John Cannon, Town Major of Quebec and being bereaved again, returned to Amherstburg where she was a liberal donor to St. John the Baptist Church and here she died in 1850. In 1819 Christ Church Anglican was built on a plot of land donated by William Caldwell in token of which at the present time a pew bears his name.

Oddly, the surname "Caldwell" is a rarity among the descendants of William Caldwell but through the daughters and granddaughters of the third and fourth generations, many local families trace back to the illustrious officer of the Revolution and the War of 1812.

1972

10

The Caldwell Family of Fort Malden

Among the group of half-pay officers who settled at the future site of Amherstburg and Fort Malden in 1784 was Captain William Caldwell. His neighbours, Mathew Elliott, Thomas McKee and Simon Girty, like himself, had borne a distinguished part of the struggles on the western frontier during the Revolutionary War and at the reduction on the conclusion of peace as Loyalists had chosen to make a new home for themselves on the lower Detroit River.

William Caldwell was a native of Ireland who came to America in 1773 where he served as an officer in the campaign waged by Lord Dunmore, Governor of Virginia, against the Indians on the Pennsylvania-Virginia border.

Lord Dunmore's war had as its aim the pacification of the frontier where the Indians had been aroused to open war by the heartless murder of the family of Chief Logan by a party of drunken Virginians ostensibly searching for stolen horses. The war had dragged on through the summer of 1774 and resulted in a number of Indian defeats, notably that at Point Pleasant on the Ohio. Caldwell in this campaign was twice wounded, first on June 9 at the battle on the Manongahale, and again on October 10 at the battle on the Kanaway. Pennsylvania and Virginia, as separate colonies, were sometimes at odds as to the extent of their jurisdictions and on this occasion it was the Pennsylvanians who prevailed upon the Indians to accept Dunmore's proposals for peace. It was then that Caldwell first met his later associates, Thomas McKee. Mathew Elliott and Simon Girty. Thomas McKee was Superintendent of the British Indian Department at Pittsburg, while Elliott and Girty were traders working out of that place.

The outbreak of the American Revolution in 1776 found Caldwell in action again and at the storming of Norfolk he was again wounded. The Virginians speedily ousted Lord Dunmore from his capital and he and his little army took refuge in the British fleet and escaped to New York. Seeking further action, and recovered from his wounds, William Caldwell solicited letters of recommendation from Lord Dunmore to Colonel Caldwell of the 8th Regiment then serving at Niagara.

It is not stated but it may be surmised that this Colonel was a relative of our William Caldwell. The ancestral home was Caldwell's Castle at Lake Eren, County Fermanagh, Ireland. This Castle, now a ruin, was used as a vantage point as recently as World War II by air-raid watchers. Through the letters of recommendation from Dunmore and the influence of Colonel Caldwell, William Caldwell received the appointment of Senior Captain in Butler's Corps of Rangers in 1776.

In his subsequent service in this famous Corps in the campaigns in the Province of New York and Pennsylvania through the years 1776 to 1780 he earned a high military reputation in handling a partisan corps in co-operation with the resident Indians.

One of the most famous actions was the so-called Massacre of Wyoming. In this action fought July 3, 1778 near Wintermute's fort in the Wyoming valley, the Rangers Right was lead by Captain Caldwell and the Left by Colonel John Johnson while the Indians formed a line of skirmishes along the front. When the Indians made a movement interpreted by the 300 Continentals' leader that the Indians had succeeded in surrounding his rear, an order was given to "face about" but in the noise of battle the Continentals believed it was an order to retreat and soon the Continentals were in a disorderly rout and almost the entire force was killed or captured, only a few escaping by swimming the river and taking refuge in the nearby mountains. The "massacre" followed that night. In the Indian fashion many of the prisoners were tortured and then killed with a tomahawk blow. "Queen Esther", an Indian leader whose village was among the Senecas, was present and personally killed sixteen of the prisoners. The prisoners were arranged around a large flat rock and each held there by an Indian. "Queen Esther" then proceeded around the circle, a maul in one hand and a tomahawk in the other, and using them alternately killed every one. Thomas Caldwell, the American poet of the Revolution, subsequently wrote the poem "Gertrude of Wyoming" which gave a highly-coloured account of the tragic aftermath of the battle. The poem instantly was a "hit" wherever circulated and did much to fix in the public mind the image of the British and Indians perpetrating a blood bath. In this respect the battle was an American propaganda victory for ever afterwards the names of Butler, Johnson and Caldwell had to bear this stigma in American history. Nevertheless, the leadership of these three men operated so effectively that for most of the Revolution the American Continentals had no control of New York Province from a point of few miles westward of Schenectady.

In 1782 Captain Caldwell with a detachment was ordered to Detroit. Here he renewed acquaintance with Thomas McKee formerly in charge of the British Indian Department. Also in-Detroit he found Mathew Elliott and Simon Girty both active in the operations on the frontier. The emergency then facing Detroit was the march of Colonel William Crawford from the Kentucky settlements towards the Indian towns near Sandusky. He lead a force of about 480 men. To oppose this force the British had the active assistance of the Delaware and Wyandot Indians because in the preceding year another raiding party under the leadership of Colonel Williamson had massacred some 97 peaceful Moravian Mission Indians which they had herded into the Mission church for the purpose.

This heedless slaughter of non-combatants brought every Indian of the late area against the Kentuckians so when the new raiding party crossed the Ohio their movements were carefully watched. At length the little army reached the Sandusky plains, and in a marshy area where the horsemen were at a disadvantage, the combined British and Indian attack began, June 4, 1782. Many were killed by the initial attack and the Kentuckians were completely disorganized fleeing from the site in small parties. Only a few returned to Kentucky. The Indians endeavoured to capture the leaders, reserving for them the penalty of being burnt at the stake and for this purpose each Indian town was allotted some of the captives. Crawford himself was executed but Williamson, the cause of the whole affair, escaped to Kentucky. Captain Caldwell in this action received two wounds testifying to his activity in the face of the enemy.

In July and August 1782, Caldwell and his detachment took part in the campaign into Kentucky and participated in the defeat of the American forces at the Battle of Blue Licks, August 19, 1782. This was the last major battle of the Revolution as Cornwallis had surrendered his army in Virginia the previous October.

In 1784 when the British military establishment was reduced on the conclusion of peace with the new United States, Caldwell was one of a group of officers who secured a tract of land on the lower Detroit River now comprised in the Town of Amherstburg and the Township of Malden near the island of Bois Blanc. His associates were his old acquaintances from Pittsburg,

McKee, Elliott and Girty. All four had many friends among the Indians, particularly with the Wyandots, and some of them had contracted marriages with members of that tribe. It was through these Indian alliances that the British influence was so wide-spread in the Western country, — the "West" of that day referring to the Ohio valley west of the Alleghenies. Captain Caldwell himself had married a sister of Chief Blue Jacket and a son, Billy, and a daughter were born of this marriage. By a subsequent marriage with Susan Baby he had five sons and three daughters. His Indian children received the same education as his other children and all occupied prominent stations in after life.

Captain Caldwell in the division of land received from the Wyandots drew the second lot next to the lot of Captain Byrd. Here he settled and raised his family. Prior to the British evacuation of Detroit when a site for a new fort and town was under consideration Caldwell had laid out on the front of his lot a model town but had the vexation to see the lot of Captain Byrd selected in its stead, upon which grew the Town of Amherstburg and Fort Malden.

Additional lands were granted to two of Caldwell's sons by the Executive Council at Quebec, a tract still known as Caldwell's Marsh. The necessarily indefinite margin marking the boundaries of the tract have caused legal difficulties down through the years to the present. Captain Caldwell donated the site of Christ Church next to the Public and Military Burying Ground and his farm lane is now the Pike Road of Malden Township. Its public use as a road commenced about 1829 when the two miles nearest the river were turn-piked and joined with the old trail from Colchester just east of the Big Creek.

Captain Caldwell and Mathew Elliott had briefly ventured into trade in the Sandusky area but had failed. However, by the time of the War of 1812 Caldwell's affairs were in a prosperous condition. Upon the prospect of hostilities in 1811 when Governor Harrison of the Indiana Territory undertook a punitive campaign against the Indians of the Wabash valley. Captain Caldwell was appointed Quarter-Master-General to the militia on the Western Frontier.

On the outbreak of the war Captain Caldwell became actively engaged in bringing in the Michigan Wyandots on the side of the British. Captain Billy Caldwell, his Indian son, was then a chief among the Pottawatomies at Chicago and he succeeded in bringing that tribe into the British interest and they were in many of the frontier engagements. Caldwell's sons by his second wife were volunteers and served along with their father in the capture of Detroit and the other engagements of the Right Division.

Captain Billy Caldwell, also known as the Indian name of Sagonash, was the accidental cause of the "massacre of the Raisin" at the Battle of Frenchtown. At a time when the Americans were hopelessly out-numbered he went in advance of the lines with a plea to suspend the fight to prevent further bloodshed, but in his excitement he called out in the Indian tongue. Whereupon misunderstanding his motives, one of the Americans sprang upon him and drove a knife through his neck. This action infuriated the Indians and many of the Americans, some of them helplessly wounded, were slain by the Indians in their fury. Captain Billy survived his desperate wound and lived for many years. After the war he was briefly in trade in Essex County where he was in expectation of an appointment in the Indian Department but not receiving the office he had solicited he returned to Chicago where he was a trader. The site of his trading station is now in the heart of Chicago. As neighbours there he had John Kinzie and Kinzie's wife, the former Eleanor Little McKillop, both earlier Essex County residents. When in later years the American government removed many of the Indians across the Mississippi, Captain Billy Caldwell moved to Council Bluffs, Iowa, and it was near there he died.

Upon the defeat of Barclay by Commodore Perry in the Battle of Lake Erie, the American army crossed Lake Erie in small boats landing near Bar Point and advanced on the town. The British and the Indian rear-guard had left several days before the American advance.

However, a small engagement took place on the Caldwell farm between some of Caldwell's servants and a small party of Americans, two were killed and Caldwell's house burned. It is said that this burning was in retaliation for Caldwell's conduct in Kentucky half a generation before.

In the retreat from Fort Malden the Caldwells, father and sons, participated in the ensuing actions on the retreat and later on the Niagara frontier. William Caldwell Senior was alongside Tecumseh when the great Indian leader was struck down by a bullet. Turning to help him Tecumseh announced that he was dying and for Caldwell to save himself. Later Caldwell was able to direct Tecumseh's son so that Tecumseh's body received a proper burial. The burial was so secret that right up to the present there has been much conjecture as to the site.

On the Niagara frontier, Caldwell, now promoted to Colonel, was appointed Superintendent of the Western Indian Department on the death of Mathew Elliott. After the war he returned to Amherstburg where he endeavoured to right the ravages of war. There he died in 1822.

Francis Caldwell, one of the sons of Colonel William Caldwell, inherited a share of the Caldwell lands and engaged in local and Provincial politics. He was elected to the old Legislature of Upper Canada in 1834 where he was one of the representatives of Essex in the 12th Parliament. He was re-elected to the 13th Parliament and was a member until the Constitution was suspended in 1838. After the end of the Rebellion of 1837 and 1838 and the reform of the Constitution, he was a candidate in the first elections to the Parliament of the Province of Canada in 1841 but was defeated by Colonel John Prince.

During his career in Parliament he had been active in promoting the interests of his constituents and on his retirement he was presented with a Memorial testifying to the esteem in which he was held and signed by the most of the prominent personages of the Detroit border. Francis Caldwell was the financial backer of Field and Cahoon in the Colborne Iron Furnace at Olinda in Gosfield Township and the failure of that firm after several years operation caused him an extensive loss. His later years were spent as Customs Collector at the Port of Amherstburg.

Francis Caldwell had married a widow, Mrs. Frances Baby, nee Reaume, who was the mother of two sons by her first marriage, Frank and Albert Baby. Francis Caldwell was the father of one son, William D. Caldwell. This son became a mariner sailing both on the ocean and on the Great Lakes attaining the rank of Captain. Upon his retirement from marine life he, like his father before him, was appointed Customs Collector at Amherstburg. His half-brother, Francis Baby, also was a mariner and became prominent during the California "Gold Rush" in helping found steamship lines to and from Panama both on the Atlantic and Pacific coasts. His line, the Pacific Mail Steamship Company, furnished the first regular service from San Francisco to Hawaii and China.

Strangely enough there are none in the Amherstburg area bearing now the Caldwell name, though there are numerous descendants through the female lines. Many of the Caldwell descendants lived to an advanced age, two children of the second generation living into their 90's. The last surviving member of the third generation, Mrs. Anna Caldwell Boxall, died as recently as 1934 in her 95th year.

The Museum of the Fort Malden National Historic Park has on display a number of Caldwell relics. Among them is the sword of William Caldwell now almost 200 years old. The tunic of Francis Caldwell worn by him at the Capture of Detroit in 1812 is another item. The commissions of Caldwell's son-in-law, Theobald Hunt, bearing the signature of George III are also on display while the history files have further documentary and genealogical material.

It was Caldwells and families like them that preserved this border in its formative years and present generations can give pause to reflect upon what our condition may have been had their efforts failed. 1960

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The Port of Amherstburg, a Century Ago and Now

A traveller approaching Amherstburg a century ago would in all probability first see the town from the water. In 1849 no railroad from the populous east had penetrated as far as the Detroit river frontier. The highways, it is true, were traversed by stage coach lines, but the roads were seldom good. It was only in winter, when navigation on the Lakes ceased, that the experienced traveller turned to the stage coach for transportation.

In the century that has passed there have been many changes, but the coming and the going of the seasons was the same as now, and so, from about the first day of Spring to December 7th when the Lakes and channels were free from ice the traveller had available the swift, luxurious steam craft.

In 1848 it is recorded that there were 950 arrivals and 950 departures from the Port of Amherstburg, a figure more than double that of last year when there were 350 clearances granted foreign or American ships and about 50 additional clearances to ships of Canadian registry engaged coast-wise. Of course, present day tonnages and cargo values would surpass those of a hundred years ago.

In 1849 there were 924 vessels of all types on the Great Lakes. The most numerous class was that of schooners and they totalled 548. Along every beach almost, the sloops and scows totalling 128, followed by 93 brigs and 15 barks. It was remarked that brigs and barks were passing out and full-rigged ships were already a memory. Coming to steam craft there were 95 side-wheel vessels, commonly termed "steamers", and 45 propellers. The propellers were then a comparatively new class of vessels but soon surpassed in number the older model. Today there are only a few side-wheelers but they are giants in their class and are particularly suited to the type of service they render.

The American West was then beckoning emigrants and many vessels were built especially to accommodate that class of passenger. Formerly, Amherstburg or Detroit was the terminal of vessels from the east but with larger vessels many of the new ships passed on to Milwaukee and Chicago. Amherstburg however had sufficient vessels calling to serve her needs. The "Seneca" made two trips to Detroit each day after June 1st. Her summer schedule had her hours of departure from Amherstburg as 10 a.m. and 5 p.m. The fare was 25 cents, freight was 12-1/2 cents per barrel bulk. Capt. Bury was her Master. The spring schedule provided for three trips per week.

Regular stops were made by the "Arrow" on her route between Sandusky and Detroit. The "Canada" stopped at Amherstburg on her trips between Detroit and Buffalo. The "Brothers" had her terminus at Amherstburg on the route originating at Chatham. This offered an alternative route to and from the east as two lines of stages connected with the "Brothers" at Chatham, one going by way of Wardsville, London, Brantford, Hamilton, St. Catherines and

Queenston, and the other going to Rondeau where the steamer "London" gave connections by way of Port Stanley, Port Dover, Dunnville and Buffalo. F. R. Baby was master.

The "Earl Cathcart" a propeller, was Amherstburg-built and owned. She was launched in 1846 and was the first propeller built in the town. In the winter of 1848-49 she was improved by the addition of an upper cabin and a change in the design of her propeller buckets. The "Earl Cathcart" was the first to inaugurate the Amherstburg-Montreal route. She made as many trips per season as conditions allowed running on no regular schedule, but averaging one round trip every three weeks.

In 1849 Fort Malden was still an active Military Post and on June 6th a company of the Royal Canadian Rifles arrived at Amherstburg on the "Earl Cathcart" from Niagara under command of Captain Hall of that Corps. The weekly newspaper then flourishing in Amherstburg, the "Courier" reports the departure of the "Cathcart" as follows: . . . "she left on her downward passage again, on Thursday, taking with her the company of the same corps that has occupied the fort for the last six or seven years. The gallant old soldiers were loudly cheered as they left the wharf, and the two bands attached to the Amherstburg Fire Brigade discoursed very excellent music on the occasion."

The editor of the "Courier" had considerable reference to local marine happenings in his weekly and following a "trial of speed" between his favourite the "Arrow" and the new steamer "Empire of State" which he reports and comments on in the issues of May 12th and 19th: "The "Arrow" left Amherstburg with the "Empire State", and passed her handsomely one mile out in the Lake. This undoubtedly settles the question that the "Arrow" still sustains the reputation as the fastest steamship in the western waters" and

"We greet her again as the swiftest in the race, and the model in shape, the most perfect, the most excellent of all her kind! The beauty on our waters! The paragon of boats!" One suspects the editor was angling for a free passage! Incidentally, there was a custom in vogue on many of the Lake lines of providing free transportation to all clergymen.

In June the "Arrow" was so unfortunate as to run aground at Put-in-Bay with some damage to her machinery and while repairs were made her route was operated by the "John Owen". Upon her return the editor reported "she is sound as a biscuit again, and not a whit reduced in speed. We are pleased to see her on the route once more".

The speed of the vessels in 1849 is surprisingly close to present day standards. The "Arrow" advertised that she left Amherstburg between 12 and one, arriving at Detroit in something less than an hour and a quarter. The "Atlantic" made the voyage from Buffalo to Detroit in 18 hours. The "Canada", one of the vessels calling at Amherstburg, advertised a more moderate rate and stated the time of her passage from the two ports as "through in 22 hours".

All those vessels carried both passengers and freight. All freight was package freight. The idea of loose "bulk" shipments was still in the future, and it was not until 1869 that vessels were specially devised to handle such shipments as lent themselves to mass handling, notably ores, coal, stone, and grain.

A new idea, still fresh enough to be a talking point in advertisements, was the "Upper Cabin". In upper cabin vessels those passengers with means were separated from the confusion and turmoil of the freight deck below, and on those vessels the emigrants coming West were accommodated commonly on the freight deck where they made their own sleeping arrangements among the freight. The first propeller to be built with upper cabins was the "Princeton" built in 1845 at Perrysburg, Ohio, on the Maumee. The first side-wheeler to have upper cabins was the "Great Western" built at Huron, Ohio, in 1838. The idea originated on the Mississippi where palatial steamers of that construction were long the pride of the river.

In July, 1849, Amherstburg lost her direct connection with Buffalo as the steamer "Canada" was seized and sold for a breach of the Revenue laws. The purchasers were the "Canada's"

opposition, the operators of the so-called "Railroad Monopoly", who had both rail and canal boat connections at Buffalo and the Michigan Central Railroad at Detroit as feeders at either end for their line of lake boats.

By favour, in the weeks following, the various Buffalo-bound vessels would make stops at Amherstburg to pick up passengers. But this practice came to an end from the time lost. A rather amusing letter on the subject is from the pen of Captain Henry Van Allen and addressed to T. F. Park of Amherstburg.

"Aug. 18th, 1849.

Dear Park:
I shall not be able to call at Amherstburg. The last time down we lost the cars, and the reason was imputed to be the short delay at your place. Mr.Brooks forbids it any longer. I find I am (as well as the good people of Amherstburg) indebted to the Engineer of the "MAY FLOWER" for this attention — our stopping not meeting with his approbation, consequently has made himself very officious in notifying Mr. Brooks."

Losing the cars meant, of course, the railroad connection at Buffalo. The "Monopoly" advertised that a passenger travelling by their line could make the passage from Buffalo to Chicago in 32 hours.

On the whole the year 1849 was a quiet year, commercially on the lakes. This was owing to the cholera epidemic which had prevailed in Great Britain and Ireland and on the Continent earlier. In Great Britain and Ireland the deaths totalled 14,000. It reached the Great Lakes and Canada by way of the Mississippi and Ohio. Though warnings of the ever nearing approach of the cholera appeared in the papers nothing effective could be done and finally in June the Great Lakes were affected. In the July 14th issue of the Amherstburg "Courier" appears a notice:

"The public are hereby warned against picking up sundry articles of bedding which were thrown into the Detroit river from off an American Steamer: those articles having been used by persons who died of Cholera aboard."

In the same issue it is reported that five boats of the Chicago and Buffalo line, the "Globe", "Empire", "Albany", "St. Louis", and "Southern", and two boats of the Detroit and Buffalo line, the "Canada" were laid up from the depression of business caused by the prevailing epidemic. There were 7 cases of cholera at Fort Malden but no deaths owing it was said to the skill and exertions of the Asst.-Surgeon. Two cases appeared in the township with one death.

The great political agitation of 1849 resulted from the passing of the Rebellion Losses Bill under the sponsorship of Lord Elgin. The residents of the port of Amherstburg are represented as being in opposition to this act of the Government and various ways were taken to show their antipathy to the measure and Lord Elgin.

When the Canadian Revenue Cutter, the iron steamer "Mohawk" came to Amherstburg and Fort Malden on an inspection trip she had on board Maj.-Gen. Rowen and Col. Plomer Young, "the hero of Prescott" in the affair of the Windmill battle in the Rebellion of 1837. Upon departure, the old gun captured from the patriots at Amherstburg was used for a salute, with a solitary cheer for the unpopular Governor-General but three rousing cheers for Plomer Young and the "Army and Navy". Again, when a schooner came into port laden with flour no merchant would purchase the cargo because the barrels were labelled as the product of the "Elgin Mills". Incidentally, the schooner had first tried to dispose of her cargo further east, the ordinary market for flour and other produce of the Lake Erie ports.

The exports from Amherstburg were entirely agriculture and products of the forest in 1849. Hardwood timber, potash, port and wheat were the chief items. Imports were coffee, tea, sugar, cloth, glass, iron, salt, and many miscellaneous articles needed in a pioneer community. During the war years just past the port of Amherstburg garnered import duties and excise and sales tax at a rate exceeding $3,000,000 per year. At that time the Port of Amherstburg included in its return the outports of Leamington, Kingsville, and West Dock on Pelee Island. However, from July 1, 1848, Amherstburg and these number more than 100. The present revenue of the Port of Amherstburg exceeds one million per year.

Amherstburg has always been very much a sailor's town. Hundreds of Amherstburg boys found their careers on the Lakes, and still continue to do so. Almost every deck on the Great Lakes has been trod by an Amherstburg sailor. Every great storm has left its sad echo in an Amherstburg home. The present day sailor passing Amherstburg would see many of the buildings his great-grandfather saw a century ago. The Bois Blanc Island Lighthouse even then shone its welcome to the ship leaving Lake Erie and entering the Detroit. Upon the shore opposite stands the oldest house on the Great Lakes, the Mathew Elliott homestead built in 1784, nearer the town stands Belle Vue, completed in 1820, originally the home of Commissary Reynolds and now a Veteran's home. The spires of three of the churches peeping through the trees were land marks a century ago. The long docks ladened with cord wood in 1849 have given way to coal yards, busy tugs and ferries, and excursion steamers have replaced the towering masts of the schooners. Further along the bastions of old Fort Malden may still be seen, no longer a Military Post on the western frontier but a National Historic Park with two Museums one building housing an ever-expanding Great Lakes Collection.

If the sailor of 1849 could return, the greatest change to him would be the wonderful improvement in the aids to navigation that have been installed since his day. No longer is the aid of pilots required in guiding the larger ships through the channel as dredging has deepened and straightened the original channels, and a system of range lights and channel markers has made the Detroit River one of the safest as well as the busiest river in the world.

The traveller of 1949 unlike his predecessor of a century ago has the advantage of good highways and Amherstburg is easily visited by highway 18 and is forty minutes from Detroit and Windsor. 1949

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Shipping of the Lower Detroit

In considering the shipping of the lower Detroit the subject can be divided conveniently into the following headings; first, the period up to the end of the War of 1812, next the early steamboat era up to the establishment of the railroads in the Great Lakes area, and lastly the century or more since then.

The first sailing vessel to pass the future site of Amherstburg on the lower Detroit was LaSalle's GRIFFON in 1679. It was lost on its return voyage and no other vessels larger than batteux were to appear on the Lakes above Niagara until after the conquest of Canada. All through the French period shipping on the Upper Lakes was transported by canoe or batteux. Even after sailing vessels appeared on Lake Erie in the 1760's long trips in canoes continued to be made. One such trip was undertaken in 1791 by Adhemar St. Martin from the Detroit River to Montreal. The canoe was launched at Assumption, proceeded down the river to Bois Blanc where the first overnight camp was made. Twelve days later Montreal was reached. The cargo was furs and as soon as the furs were disposed of, arrangements were made for the next season's business. New men were engaged, and when signed on, by making their mark to the agreement, were outfitted with work clothes and a supply of tobacco.

The first vessel built above Niagara by the British was the government vessel, the BEAVER. It was a schooner, the favourite rig on the Great Lakes as such a vessel could be managed by a small crew. The common practice of navigators was to anchor at nightfall, and proceed next day generally close along the shores. On account of the few harbours offering shelter along the north shore of Lake Erie sailing vessels usually approached the Detroit River mouth from coasting along the Ohio shore, the Lake Erie islands at the western end of the lake offering refuge in case of storm or contrary winds. Of course, at this period there was no town or Fort on the river except that of Detroit, so strictly speaking there was no shipping of the lower Detroit.

Following the Pontiac Conspiracy when a general pacification had taken place among the Indians of the Great Lakes the Government established a Naval Yard at Detroit, one of the three maintained by the British on the Great Lakes. The others were at Carleton Island and Niagara. During this long tenure many changes took place. The American Revolution had been fought and the Americans kept out of the Lakes until the Peace, and the succeeding Jay Treaty of 1794, when Detroit and the other British Posts on that side of the Lakes were given over. A new Naval Yard was established at Amherstburg and Grant remained in charge until January of 1812 when he resigned. He died in May 1813 when the British were once again in possession of Detroit having captured it in the first months of the War of 1812.

Often the King's ships were the only vessels allowed to navigate. In the early period few merchants were in a position to become vessel owners. All through the years of the Revolution

and for a number of years later no vessel could navigate without a license, and none were issued to private owners. However, the merchants' interests were attended to by allowing them a due proportion of cargo space in the Government vessels, so as to permit them to bring in supplies for the Indian trade and to ship out the products of the forests and streams. For this the merchants were charged a fee which was 10 per cent less the freight charges normally expected to be paid by shippers. Of this charge, one-fifth was payable to the ship officers while the whole of the remainder was intended to be placed in a fund for disabled sailors. In practice there grew up a huge arrears of freight charges simply because there was such a shortage of cash on the frontier, the whole of the fur trade being conducted on a credit basis with three years at least intervening between the time goods were advanced for outfits, the furs gathered in and shipped overseas, and the returns made to the local merchant.

Among the ships on Lake Erie in the early period was the GLADWYN, the BEAVER II, the ANGELICA, the NANCY, the SAGIMA, the GAGE, the DUNMORE and the DETROIT I. From the use of green, unseasoned wood, the life of a vessel's hull was short. After six or seven years it was often simpler to build a new ship rather than repair a leaky hull. Wood, of course, was to be had in abundance. White oak, pine and cedar were the favourite timbers.

At the Amherstburg Naval Yard quite a number of vessels were built though at times there were delays as when the Americans took over Detroit they paid higher wages and attracted many of the workmen to that side of the river. To provide ropes for rigging the ships the Upper Canada Legislature offered a bounty for the culture of hemp, and eventually there were two rope walks at Amherstburg making rope and cordage from locally-grown hemp.

In the Farney Papers in the Fort Malden Museum there are numerous references to the early days of the Port of Amherstburg. Under date of May 27, 1796, Richard England, commanding at Detroit reported in a letter to Military Secretary Green at Quebec — "Two gun boats are constantly employed in bringing saw logs, scantlings, planks and lumber of every description from Fort Miamis to the River's mouth." This was material for the new Post as yet unnamed. Fort Miamis was a small blockhouse on the Maumee which had been built by Commodore Grant a few years before on orders of Lieutenant-Governor Simcoe and would be abandoned when Detroit was evacuated.

One of the King's ships, the MIAMI, was assigned for duty at the Indian Department, and it was chronically short-handed. The officers of the Provincial Marine disliked stripping their establishment to place seamen aboard that vessel. In August, 1796, Prideux Selby, Storekeeper of the Indian Department wrote to his superior voicing his complaint. "It appears very strange that Merchant vessels operate with five men and a Master, and these vessels of nearly equal burthen, yet Mr. Fleming has now 14 men and unable to spare one." A year later a somewhat similar complaint was made by the commanding officer , — "In consequence of their time expiring three seamen of the sloop FRANCES, Lieutenant Cowan, were discharged and replaced by three soldiers of the garrison." At the same time a soldier replaced two seamen on the MARIA and the notation was made, "The men went aboard with reluctance as I was not authorized to allow them an extra allowance."

The Port of Amherstburg may be said to have its beginnings with the construction of a wharf. Under date of September 14, 1797, Captain Hector McLean reports, "The wharf is sunk and the most difficult part of it finished, there remains little more than the bridge to join it to shore."

It is interesting to note the length of the season of navigation in those far off days. Apparently, there was considerable variation in the seasons the same as now. For instance, under the date of May 8, 1793, there is a notation that no vessel had as yet reached the Detroit from below, —■ by "below" meaning Fort Erie. On the other hand, in November of 1797, the OTTAWA sailed from the mouth of the Detroit for Fort Erie on November 11th with the expectation of returning before winter set in, and the FRANCES arrived from St. Joseph Island in

upper Lake Huron on the 19th and was proceeding to Fort Erie. However, in a letter dated December 30th, 1797, it was mentioned that the OTTAWA was unable to reach the mouth of the Detroit on her return trip but was in safe harbour among the Lake Erie islands. The seamen aboard were ordered by Captain Grant of the Provincial Marine Department to cut and hew timber for a contemplated new vessel, the CAMDEN. The following spring in May three vessels, the OTTAWA, MARIS and MIAMI were employed in hauling this cedar to the Naval Yard at Amherstburg.

On June 6, 1798, the Government vessel, the FRANCES, set sail from Amherstburg for St. Joseph Island having on board the three Commissioners appointed to negotiate with the Indians for the purchase of the island.

The British had established a Post there when Michilmackinac was evacuated. The Commissioners were Alex McKee, at that time Superintendent of the Western Indian Department, Prideux Selby, Storekeeper of the Department and Mr. Richard Pollard. Mr. Pollard at that period was holding a number of appointments in the civil administration on the Detroit frontier, and had been previously a merchant in the Indian trade. Later he became an Anglican clergyman and had a distinguished career in that field.

In 1800 the commander at the Post at Amherstburg was called on by his superiors to explain the local custom of accepting merchant freight, in this case flour for export, as ballast in government ships. He explained this service was given to individual merchants who had no ships of their own. The necessity of providing ballast for vessels proceeding without cargo brought out the fact of otherwise inexplicable transactions. In this way brick from Buffalo was brought to this end of Lake Erie even though brick in abundance was available at the Rouge. In later years, in 1836, stone for building the Bois Blanc Lighthouse came as ballast all the way from Kingston.

The Chesapeake and the Leopard Affair brought a flurry of building at the Naval yard and on the outbreak of the War of 1812 the building of ships was pushed forward as rapidly as possible as control of Lake Erie was judged as essential to British success. This culminated in the building of the DETROIT, a three-decker, the only ship of this description built above Niagara. It was armed with cannon stripped from Fort Malden, and became the flagship of Captain Barclay. Its crew was an admixture of British seamen, soldiers of the 41st Regiment, Essex Militia and a few Indians used as sharpshooters. No doubt the ineptness of this crew contributed to the British defeat in the Battle of Lake Erie, September 10, 1813. Perry's victory is commemorated by the majestic Doric column on South Bass, Lake Erie, while the corresponding British memorial is located in Waterworks Park, Amherstburg, at the site of the old Naval Yard. This memorial is a modest bronze plaque mounted on a block of native limestone. On the other side of the stone is a second plaque reciting the names of the vessels constructed at the Amherstburg Naval Yard.

Shortly after the Battle of Lake Erie, Fort Malden was evacuated. Before leaving, all the public structures were burned including the Naval Yard. The Americans under Harrison occupied Fort Malden for 20 months partially re-building the Fort during their occupation. After the Peace when the British returned to the Post nothing was done to re-establish the Naval Yard though Fort Malden itself was a British Post for a further 44 years.

In the second era. the coming of the steamboats. Amherstburg saw its first vessel of that description in August 1818, when the WALK-IN-THE-WATER first passed up the Detroit. It was built by American interests near Buffalo and was the first steamboat above Niagara. It is said the appearance of the steamboat greatly excited the Wyandot Indians then living on the Anderdon waterfront just above Amherstburg. they attributed some magic to the smooth passage of the vessel without sails.

The WALK-IN-THE-WATER suffered shipwreck in 1821 when it was blown ashore near Buffalo in a gale. All the crew and passengers were rescued. Among the passengers was William Berczy, an Amherstburg merchant. In after years the firm of Berczy Brothers were forwarders and vessel owners at Amherstburg.

Still later, in the 1830's to 1860 the firm of Park & Company were prominent shippers and vessel owners. The opening of the Erie Canal in the States and the Welland Canal in Canada had given a great impetus to commerce on the Lakes.

The Parks were first the owners of a number of schooners, — the ERIE and ONTARIO, the ELLEN PARK and the BRITANNIA but later operated steamers as well, among them the MOHAWK and the PLOUGHBOY. At Amherstburg they had built for them at the Ives Yard the EARL OF CATHCART, the first propeller from an Amherstburg yard. At this period tobacco, West Indian staves, whisky, flour, wheat, potash and salt pork were staple articles of export out of Amherstburg. The Parks eventually established a package freight and passenger service between Amherstburg and Montreal, the fare for passengers being 75 shillings, Provincial currency.

The Detroit River was a busy one in the 1850's with the tide of emigration flowing to the states of Illinois and Wisconsin. The railroads had not yet bridged the interval and to accommodate the huge numbers of "going West" ever-bigger ships were constructed such as the MAY FLOWER and the EMPIRE STATE.

The local steamers were much smaller but equally swift, operating on schedules not much different from the present. We have mention of the following river boats then in service, the CANADA, GEM, VALLEY CITY, SWIFT, DOVE and PEARL. To furnish the fuel requirements of the numerous steam vessels a number of wood docks were established on the Amherstburg waterfront. During the winter season the river bank from Park Street North to the Queen's dock at the old Commissary (the present Captain Walter Callam residence) would be gradually covered with huge stacks of four foot cord wood. During the season of navigation the piles would almost vanish. At one time choice hickory, the preferred wood, sold for $2.50 per cord. In the early 1880's coal began to be used for fuel and J. G. Mullen came from Cleveland to manage the first coal dock. Most of the existing boats had their grates changed while all the new boats came out as coal-burners. The last coal-loading chutes were removed from the Amherstburg waterfront in 1956.

A feature of the 1870's and 1880's was the huge rafts of timbers brought down from the pine forests of the north. Some of them were a quarter-mile in length and they were guided by a powerful tug. The local lumber exported at this period was square timber of oak and walnut shipped by schooner.

With the increase of shipping attention was paid to lessening the risks of navigation. In 1869 Bar Point was marked by a red spar in 12 feet of water, another spar marked the flat in front of Fort Malden, and the Stoney Island shoal in the Lime Kiln Crossing was shown by buoys at either end placed in only five feet of water. Another obstacle, unmarked, was Dougall's Rock, and a source of trouble as late as 1892. The Bois Blanc Lighthouse was established in 1836, but it was many years before the channels themselves were lighted by buoys or marked by ranges. To get over the Lime Kiln many vessels employed the services of pilots and the firm of Duff and Gatfield were known the length of the Lakes for their capacity in safely guiding the vessels over the rocky bottom.

To straighten and deepen the channel over the limestone bar at the Lime Kiln Crossing work was first undertaken by the Dominion government in the 1870's. Later this section of channel improvement was taken over by the United States Corp of Engineers. It has periodically extended the program until the current project, which will be completed this year, permits the passage of ocean vessels up to a draft of 27 feet. Some 300 foreign ships have

entered the Seaway at Montreal this season and it is no longer a novelty to see the flags of many nations passing Amherstburg.

One facet of Amherstburg marine history is the story of the wrecking companies who, especially in the older days, were frequently called on to render assistance to sunken or grounded vessels and presently represented by McQueen Marine, Limited.

A once familiar scene was the sandsuckers who came close in to shore and removed sand from the beaches for the use of city buildings. Elliott's Point, once a prominent feature of the view below Amherstburg has been entirely removed through the action of the sandsuckers.

A still familiar scene is the summer excursion steamers who for more than 60 years have come down from Detroit daily from Decoration Day to Labour Day to Bois Blanc Island. In this way some half million persons each summer add their bit to the shipping statistics of the lower Detroit. As opportunity affords many find their way over to Amherstburg where they are welcome visitors in the town's stores and at the museums of the Fort Malden National Historic Park. 1959

Detroit River Lighthouse near Amherstburg

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Friendly Neighbours Along the Lower Detroit River

The long era of peace, enduring now some 136 years, on the Canada-United States boundary is the repeated reflection of the neighbourly relations existing on the individual sections of the international border. And we, the dwellers along the Detroit have an especially long history of shared interests.

A common bond is family history — many of us have ancestors tracing through the early French to the days of the Indian when the Wyandot or Huron, the Pottawatomie, and the Chippewa hunted and fished along the Detroit. The strain of French blood runs like a golden thread through the woof and warp of the fabric making up the cosmopolitan city of Detroit, but in the Ontario county of Essex and in the Michigan communities of River Rouge, Ecorse, Wyandotte, Riverview, Sibley, Trenton, Grosse Isle, Gibraltar, and other places along the lower Detroit, it is substantially the web on which the whole population is based.

In the old days the Detroit was the common highway passed and re-passed by the parents, brothers, sisters and cousins as they visited back and forth. In summer the pirogue or dugout canoe, in winter the cariole or sleigh was the conveyance. In 1794, when the Jay treaty was negotiated whereby the British who held Detroit agreed to its surrender to the Americans, there were 442 farms on what became the united States side of the Detroit and a lesser number on the Canada shore. Thus it came about that when the international boundary, marked by the middle of the navigable water, was established, members of the same family found themselves owing allegiance to different countries, not that the invisible line made much difference in family connection, then or now.

With the American occupation of the former British Post at Detroit, it became necessary to the British to find another site for a fort and Indian Department depot. The new choice of location was made opposite the island of Bois Blanc near the mouth of the Detroit river in the township of Malden. The official name of the Fort and of the town which sprang up near was "Amherstburg", but from the fact the location was in the before mentioned township it was commonly called "Malden" and is so mentioned in the United States histories. Thus Amherstburg or "Malden" is the oldest town on the Canadian side of the river, and older than any of the American towns below Detroit.

The development of urban centers on the American side followed the building of a post road after the War of 1812. This road in part followed the "trace" marked out between Toledo and Detroit in that war. The American authorities shortly after the War of 1812 acquired, by treaty from the Indians, the unoccupied land between the River Raisin and Ecorse, and after a survey was completed the lots were offered for sale by public auction. Among the many bidders were some of the U.S. Army officers at Fort Shelby in Detroit, and one of them, Major Biddle, purchased a country estate on the banks of the Detroit just above Grosse I, and he named it,

"Wyandotte" in compliment to the Indians, who formerly occupied the spot. This later became the site of the city of Wyandotte. The home of Blue Jacket was still standing at this date in 1818 and it was occupied by one of the first settlers, a Mr. Clark. Nearby is the traditional site of the burial place of the celebrated Chief Walk-in-the-Water, who gave his name to the first steam boat to pass up the Detroit.

In the War of 1812 the Wyandots were divided by conflicting interests. They were under obligation to the British as allies in past wars, yet the majority of them had their homes on the American side of the river. Threatened by officials on both sides they at first determined to remain neutral, but finally, some of the chief persons among them made the choice of assisting the British at Fort Malden. So, saving what property they could and abandoning the rest, they made the short journey to Amherstburg where they were welcomed as allies and assisted refugees.

Subsequently, they settled in numbers in Anderdon township opposite the lower end of Fighting Island on lands reserved by the Wyandots in 1790 when the general Indian confederacy was headed by Tecumseh, the Shawnee. Their own immediate leaders were the brothers, Chiefs Roundhead and Splitlog, and Chief Warrow. Another leader of the Wyandots was Adam Brown, for whom the old settlement at Brownstown was named. He was a white man who had married a Wyandot woman, and had acquired so much influence he was a Council Chief. He, too, though an aged man, had made the removal to the Canadian side followed by his family, and he and his sons took part in the war.

Adam Brown was taken prisoner-of-war at the battle of the Thames at Moraviantown, where Tecumseh was killed, and was carried to Detroit, where he was about to be executed for his alleged participation in the atrocities at the River Raisin, when he was saved by the direct intervention of Brigadier General Harrison, the same Harrison who was later President of the United States.

It is interesting to note that among the prisoners-of-war taken by the British on the Detroit Frontier were both another future President of the United States and a presidential candidate.

' The future President was James Knox Poll^ "Little Hickory", who was a very junior subaltern when he was captured with one or two others on the ice of Lake Erie while engaged in a reconnaissance. His captors were some officers of the 41st Regiment who took him into Amherstburg and gave him the freedom of their mess. The presidential candidate was Lewis Cass taken prisoner at the capture of Detroit, who was a candidate in the election of 1848, after being Governor of Michigan and United States Senator.

In 1837 the rebellion called the Patriot War broke out in Canada and in the initial engagements the Patriots were defeated. The leaders and principal participants to escape trial for treason and possible hanging, made their way to the United States, a number of them crossing into Michigan. By this date there were a number of settlements along the lower Detroit and considerable interest was taken in the self-exiles from Canada. Through public meetings in Detroit, men were recruited for a projected invasion of Canada, and on this border four engagements took place, two of them within the scope of this sketch. Despite the efforts made by Michigan's youthful governor, Steven Mason, and by General Brady, commanding at Fort Shelby, to prevent any violation of neutrality, a Detroit-based schooner, the Anne, sailed down the river and bombarded Amherstburg and Fort Malden for two days. That particular episode ended two evenings later when the Anne and its crew were captured.

Still later, an engagement took place at Fighting Island opposite Wyandotte. This battle was a long distance duel of grape and heavy shot, fought in the early morning darkness, and resulted in the dispersal of the Patriot force.

An interesting sidelight on the skirmish at Fighting Island was related many years later by Mr. J.S. Van Alstine, the first mayor of Wyandotte, at a session of the Michigan Historical Society.

He stated that when the cannons were heard a Mr. Payne and his hired man went out from the American shore on the ice of the river to get a view of the contest. Just then a cannon ball from the British guns on Fighting Island came rolling along the ice towards the hired man. Using a term in the game of cricket he exclaimed, "Here comes a Wicket", at the same time striking at the cannon ball with the axe he was carrying. Unfortunately for himself his blow was well- aimed and he connected, but the force of the ball was so great he was flung to the ice and injured. When the ball was recovered it was found to be still hot. This ball was presented as a relic to the Michigan Historical Society.

The lower Detroit's most enduring memory of neighbourly action was that extended to shelter and assist the fugitive slaves fleeing towards the North Star, and the freedom to be found in Canada. From very early years in border history the negro had made his way from Virginia to Canada, but after the passage of the restrictive "Black Acts" in Ohio, and the Fugitive Slave Act, by Congress the movement of slaves to Canada rapidly increased. The "underground" set up by the abolitionists to assist the slaves in coming to Canada had regular routes with way stations and terminals situated on the Niagara and Detroit frontiers. In time, agents of the southern slave holders watched these terminals so closely that it was found advisable to make a change and the last stage of the "underground" from Ypsilanti to Detroit was changed to a terminal at Wyandotte. It is stated that Major Biddle in the 1840's had often on his farm twenty to thirty fugitives waiting the opportunity to pass over to Canada.

Many of the early steamboat masters were ardent abolitionists and they frequently picked up from the wharfs at Cleveland, Sandusky, Toledo, and the Detroit river ports, some poor trembling fugitive in terror of being returned to the South. These fugitives were disembarked at Amherstburg and then taken in charge by one of the several charitable organizations that maintained depots for just such persons.

The venerable ruin of the Mathew Elliott home, built in 1784, one mile south of Amherstburg is locally known as "Eliza's Cottage" from its temporary use for a period by the fugitives, and thus called from the character "Eliza" who was united with her friends at Amherstburg, as told by Mrs. Harriet Beecher Stowe in her book, "Uncle Tom's Cabin" or "Life Among the Lowly". It is interesting to note that it is just a century ago that the book was first published.

Again, in the Civil War neighbourly feelings were shown by the large numbers of Canadians who enlisted in the Armies of the North. It is told of one such Canadian, a resident of Amherstburg, who was an officer in a Michigan regiment, that when his furlough came he had to be stealthily rowed from Grosse Isle to his Amherstburg home, as it was illegal to leave the States or enter Canada as an American officer, and when his furlough was over he was as secretly returned to United States Territory.

Another side of the picture in the Civil War was the departure from the United States of persons termed "Skedadaddlers", a slang term in vogue at the time, but in Canada many remained after the War to become respected citizens.

Another phase of the War was furnished by the "bounty jumpers". These were soldiers who had accepted a cash payment for enlisting, and who later deserted to enlist again under another name, and, of course, to receive another bounty. Amherstburg's position on the border gave these gentry a favourite place to escape after desertion, and a few, judging they had tempted fate enough elected to remain, a species of political refugee.

It was the zealous attempt of an American officer to apprehend one of these deserters that lead to international repercussions. From information received this officer learned that a certain deserter was working as a harvest hand on an Essex County farm, so taking a file of men with him, he crossed over from Detroit into Canada and set off to arrest the "bounty jumper".

Passing through the little community of North Ridge, Squire Billings, a magistrate and Militia

officer there, learned the nature of the Americans' errand, and in the evening when the American party was returning with captive, Billings "threw the book" at the poor officer, and subsequently took the best efforts of the American Ambassador in Great Britain and a letter from President Lincoln to mollify ruffled feelings.

Another aspect showing the close community of interests on both sides of the lower Detroit is furnished by the pattern of industry. From about 1818, there was a development of the fisheries located chiefly on the east side of Grosse Isle, and at Bois Blanc and Fighting Island, but by 1880 the fisheries declined in importance. Meanwhile, the city of Wyandotte had developed around the Eureka Blast Furnace erected on the Biddle farm in 1852. It was followed by other furnaces and rolling mills. Soon a shipyard, building vessels from steel plates, was established with E. B. Ward and the Kirby brothers building vessels and the Gibraltar yard was employing 300 persons in 1865.

The early mention of stone quarries worked before 1812 tell also of the lime kilns in connection. Quarries were later extensively developed at Sibley on the Michigan side and at Anderdon in Essex County. In test borings in search of natural gas, which was to be used for a cheap source of fuel in the rolling mills, the extensive salt deposits of the Detroit river region were discovered. This proximity of lime and salt resulted in the "heavy chemical" industry now so prominently developed on both sides of the lower Detroit, and which has made this area one of the great "chemical valleys" of North America.

The Detroit and Toledo railroad was in operation in 1858, and this naturally gave an impetus to the growth of the small towns on its route. The period during which the Canada Southern crossed the lower Detroit, starting in 1872, brought Wyandotte and Trenton in closer connection with Amherstburg, and there was a considerable movement of population to those places. Grosse Isle and Amherstburg also had closer communion at that period and for one term an Amherstburg clergyman, Reverend Sidney Falls, served a Grosse Isle church.

River excursions were always a favourite diversion and early newspapers, starting with 1849, tell of church and lodge visits between Trenton, Wyandotte, and Amherstburg. Such visits have continued at intervals up to the present. For the past 50 years or more Bob-Lo Park opposite Amherstburg has been a well-known picnic spot and its facilities are shared by both Canadians and Americans.

To-day the airplanes from the Trenton Air Base are a familiar sight to Amherstburg district residents as they fly overhead in training flights, and many remember with gratitude that this American airport was one of those used to train British flyers in the days of the battle of Britain during the recent World War.

Thus from early days to the present there has been a succession of reciprocal acts and courtesies along this stretch of border.

In conclusion, we on the Canadian side of the Detroit in this year of the 250th Anniversary of the Detroit settlement, of which we are a part, invite our American cousins to again renew old acquaintances, and as a citizen of Amherstburg and Custodian of the Fort Malden National Historic Park we hope to have the pleasure of greeting you in the near future. 1951

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History of Fort Malden National Historic Park

The present-day Fort Malden National Historic Park at Amherstburg marks the site of old Fort Malden. For 63 years Fort Malden stood guard on Canada's south-west border and its place in border history, and the subsequent use of the site is the subject of this sketch.

Fort Malden was established in 1796 as a Military Post to replace Fort Lernoult at Detroit. In that year the Posts at Oswego, Niagara, Detroit, Michilmacinac, and Green Bay held by the British after the end of the American Revolution were surrendered to the government of the United States, through the coming into operation of one of the provisions of the Jay treaty negotiated in 1794 and finally accepted by Congress late in 1795.

When the British engineers sought a site for a new fort on the Canadian side of the Detroit River they selected a spot which had many natural advantages, in some respects superior to the fort about to be surrendered at Detroit. This new site was 18 miles downstream from Detroit on a point opposite to the head of Bois Blanc island. Lake Erie lays four miles to the south, and the only channel navigable at that date lay close along the shore between Bois Blanc and the fort.

Thus the cannon of the fort could sweep the channel and prevent the passage of any hostile ship. The island opposite would lend itself to defense, and later three block houses were erected on it for that purpose. A newly-established settlement composed of Loyalists, refugees from the former colonies in New England, New York, Pennsylvania, was located a dozen miles away along the shore of Lake Erie, and nearer still were other Loyalists, on land occupied by former officers of the British Indian Department, men like Caldwell, McKee, Elliott, and Simon Girty, men who commanded the respect and goodwill of thousands of Indians. All in all, the move from Detroit was advantageous.

In preparation for the building of the new fort cedar was brought from the islands in Lake Erie, and pine was ordered from the "Pinery" on the St. Clair River. A woodyard was established to prepare the pickets and timbers and log huts were erected for winter shelter. In July, 1796, the British soldiers left Detroit and made the shore voyage to the new location. By winter time a small rectangular palisade marked out the lines of the fort, and in the following season a shallow ditch was thrown up around the base. That winter in the absence of a powder magazine, the "LORD DUNMORE" one of the vessels in the King's service on the Upper Lakes, was pressed into service for that purpose. A roof was erected over the deck but in the Spring it was found that the precious gun powder was damaged by water from the failure of the pumps during the frost of winter. In the meantime, a town-site had been projected adjoining the fort and this received the name of "Amherstburg" in honour of Jeffrey, Lord Amherst, who in 1796 was made a Field Marshal for his past services to the Empire in America and Great Britain.

Captain William Mayne, a youthful officer of the Queen's Rangers, was the first commander at Amherstburg. In 1797 he was succeeded by Captain Hector McLean of the Royal Canadian Volunteers. Under McLean's direction the fort was whipped into a state fit for defence, but it never attained the size originally projected. Eventually, the fort and parade ground were cleared of forest to the extent of 300 acres. Some of this acreage was acquired from the Wyandots in the treaty of 1800. By 1804 the establishment included a navy yard, a rope walk, school, hospital, commissary, guard house, and a stone, iron-roofed powder magazine. A wooden walk joined the fort and town, and every second week or oftener the chaplain, Reverend Richard Pollard, held services in the Indian Council House. The Indian Department had also been relocated at Amherstburg, and annually thousands of Indians came in to receive goods as payment for services rendered in the past, and as a token to ensure their services to the crown in the future. This policy paid off handsomely when the War of 1812 came along.

As the years passed Fort Malden was to be aroused periodically from its usual routine. In 1807 and 1808 when relations between Great Britain and the United States were strained, Fort Malden was put in a state of defense and there was considerable scouting to ascertain the feeling of the Indians in the Mississippi valley. However, this feeling subsided without war breaking out.

The next excitement involving Fort Malden was in 1811 when the Indians of the Ohio country were provoked to attack the Americans at the present-day town of Battlefield in north-east Indiana. The Indians were led by the "Prophet" brother of the already noted Tecumseh. Tecumseh himself was not present as he was in the south rallying the Indians to his scheme for a great Indian Conference. The battle was a drawn affair, the Americans involved making a retreat but later the cornfields of the Indians were destroyed so that many fled to Fort Malden to obtain food. Here they were quartered on Bois Blanc Island and the resources of the Indian Department were pressed to supply their needs.

When the War of 1812 broke out Fort Malden was again hastily prepared. An American attack was anticipated but fortunately the British had news of the outbreak before Governor Hull of Michigan had received his notification and the Fort Malden troops were able to intercept a small American schooner bound for Detroit carrying despatches and supplies, and make it captive.

One of the amusing side-lights arising of this incident was that of Governor Hull sending an officer under a flag of truce to Fort Malden demanding the release of his new uniform which was aboard the captured schooner. Colonel St. George at Fort Malden did not see the necessity of complying and so Hull had to do without his "regimental".

The fact that the Indians had received aid when they needed it the previous winter now gave the British considerable support among Indian residents on the American side of the boundary.

The Americans invaded Canada and occupied the site of Windsor, and made preparations for an attack on Fort Malden. An advance was made down at the river and first contact was made at the River Canard bridge where a party of Indians and a sergeant's guard successfully defended it. Meanwhile he British and Indians crossed the Detroit River in their turn and in two skirmishes succeeded in disrupting the American line of supplies between Ohio and Detroit. The guns of Fort Malden sealed the water communication to all except small boats.

Fort Malden received further re-enforcements from the local militia and their efforts were joined with that of the Regulars in making Fort Malden stronger. The curtains of the moat were covered with pointed stakes and the palisades repaired. In a few days additional troops arrived from the east and plans were made to attack Detroit. By this time the American troops had returned to their own side of the border. Tecumseh was now on the scene and Detroit had been thoroughly scouted at his direction. The plan of attack suggested by Tecumseh was

accepted by Major General Brock and the attack was successfully carried out.

The British were fated to hold Detroit for about a year. In the interval Fort Malden was the base for several attacks against points in Ohio. The winter attack at the River Raisin, and the two attempts at Fort Meigs are well-known events in border history. But after the naval battle of Lake Erie September 10, l813, when Barclay's fleet was defeated by Commodore Perry the British, to save men and munitions, prepared to make a retreat to Burlington on Lake Ontario where the main British force was concentrated.

The fort buildings were burned, together with the palisade, portable stores were gathered and the retreat commenced. Tecumseh and his Indians formed the rear-guard. In a few days the American horsemen caught up to the straggling column, and the final and decisive battle was fought near the Moravian Mission at Fairfield in Kent county on the River Thames — the Battle of the Thames in American history, and Moraviantown in Canadian texts. In this battle Tecumseh was killed and with his death the prospect of independency for the Indians collapsed.

For the remainder of the War, American forces occupied Fort Malden. The Americans rebuilt the fort on a smaller scale by drawing in the north and east moats. New moats were dug on those sides and the old moats deepened. Log huts replaced the burned buildings. Nearby on the southern outskirts of Amherstburg a second earthworks was thrown up and strengthened and this was named "Fort Covington" for the Governor of Kentucky, and this became the headquarters for Shelby's Brigade of Calvary. The war came to a close with the signing of the Treaty of Ghent, and Fort Malden was returned to the British, July 1st, 1815.

In after years the Fort was in a dilapidated condition, but gradually the log huts of the American occupation were replaced by brick and frame buildings. It is interesting to note that the British used the smaller American edition upon which to build, and it is the remains of this American plan which the visitor to Fort Malden Park sees today.

In 1837 the political pot in Canada boiled over and the subsequent rebellion brought four battles to the Fort Malden area. The first was an attack on Fort Malden and the town of Amherstburg by a schooner carrying a small cannon in January 1838. The schooner and its crew were captured. This action was soon followed by a skirmish at Fighting Island opposite Wyandotte, and a more serious encounter on the ice of Lake Erie about a mile off the shore of Pelee Island. The fourth and final battle was the attack on Windsor in December 1838 and this was still another defeat for the Patriots. Troops of Fort Malden and the Essex County militia participated in all four battles. On each occasion the patriots operated from American bases and were assisted by men and funds from American sympathizers, but in a few short months the excitement subsided and Fort Malden resumed its usual routine.

In 1851 as a measure of economy the Imperial troops were withdrawn from Fort Malden and were replaced by a Body of Enrolled Pensioners. In the 55 years past many famous regiments had detachments stationed at Fort Malden — we have mention of the 24th, 32nd, 34th, 41st, 43rd, 66th, 68th, 70th, 79th, 89th and 100th Regiments, and detachments of the Royal Artillery. The Enrolled Pensioners stood guard for eight years and then the Fort was discontinued.

Fort Malden now became the property of the Province of Canada and its buildings and grounds were immediately utilized as a Lunatic Asylum, and as the Malden Lunatic Asylum it functioned until the close of 1870 when the Asylum was transferred to new buildings at London, Ontario. About 260 inmates from western Ontario were cared for by a staff of 33. During the Asylum days of Fort Malden some 60 acres along the riverfront were laid out in pleasure gardens.

In 1875, after standing abandoned for a number of years, the Fort Malden Lunatic Asylum property was auctioned off. Streets and lots had been laid out through the Old Parade Ground

and these lots were eagerly purchased. The lot containing most of the buildings of the Old Fort was purchased by the local lumber firm of Park and Borrowman, and for forty-five years their Mill operated in the Laundry building of the former Asylum, while the barracks and Mess Hall were used as storage for the finished lumber.

About 1920, F. A. Hough, Amherstburg barrister and former Mayor, purchased the property and remodelled the buildings into houses. One of the remaining Barracks of the Old Fort was moved to adjoining lots close by and made three residences. The Mess Hall was converted into still another attractive residence, while the former laundry building of the Malden Lunatic Asylum, and erstwhile Planing Mill was transformed into a gracious Georgian mansion.

Following the First Great War there was renewed interest in old Fort Malden, but this time it was to preserve it as a memento of Canada's past history. Under the guidance of the late Major Arthur McNally, the Amherstburg Historic Sites and Monuments Association was formed. This Association soon had plaques mounted near the various historic spots in Amherstburg and a number of these referred specially to various aspects of Fort Malden. The civic fathers had the opportunity to acquire a portion of the old Fort moat and bastion, and in 1935 the Dominion of Canada accepted this for development as a National Historic site.

In 1939, a stone Museum was constructed, and opened in 1941. The Museum soon acquired an interesting array of objects illustrating the phases of history in this area. In 1945 the adjacent Hough Estate property was acquired, and the Museum facilities expanded in the former Asylum laundry building.

In these two buildings the Museum houses a Collection divided in four main departments — the Indian, the Military, the Pioneer, and the Great Lakes, Here the interested visitor will find relics to remind him of the past events and personages along the border, souvenirs of the historic past. 1952

15

A Link with the Fort Malden Pensioners

An interesting chapter in the story of the old Fort Malden and the town of Amherstburg is supplied by the Enrolled Pensioners who were brought to Amherstburg in 1851. Their coming made a permanent imprint on the town and marked a stage in the development of Amherstburg from a garrison town to an important commercial center on the Detroit River.

In 1851 the last Imperial troops, the three companies of the Royal Canadian Rifles had been withdrawn from Fort Malden, and in their place from the ranks of the Enrolled Pensioners a monthly guard was selected to watch over the old Fort and its outposts on Bois Blanc island. This condition of affairs lasted until Fort Malden was abandoned altogether as a military Post in 1859 when it was turned over to another department of government and the buildings were converted into the Malden Lunatic Asylum, which, too, was removed.

Who were the Pensioners? In short they were old soldiers who had been honorably discharged from the Army and were recruited chiefly in England and Ireland from the ranks of those old soldiers for further occasional light military duty in Canada as part of an emigration scheme designed to make further provision for their comfort and well-being.

Most of the Pensioners were approaching middle age, and were men with families to provide for. They had entered the Army as youths, but as the time of enlistment was much longer than is customary now they were no longer young when they received their discharge. In nearly all regiments of Foot the term of enlistment was 21 years, though in the 100th Regiment, raised in Canada, it was only 10 years, or 18 in case of war. Longer service was not uncommon and earned the soldier a large gratuity on discharge and an increased pension.

As the Scheme applied to Fort Malden and Amherstburg it provided for the sub-division into streets and "Cottage Lots" of the greater portion of Fort Malden Parade Ground and Military Commons. The Pensioners' tract took in nearly 200 acres and is now a portion of the Third Ward of Amherstburg being that part of the municipality north of Richmond street and east of Sandwich street. Apparently some of the streets were not named immediately for their names refer to the Crimean War fought a few years later in 1864 and '65 — Balaclava and Alma Streets were named for major engagements in that conflict and St. Arnaud Street for the French General, the commander-in-chief of the Allied enemies. The remaining streets of the tract were called Fort and Victoria.

Along the streets within a year of their arrival some 80 frame cottages were built. The cottages were all of one pattern — three rooms and a lean-to kitchen. Later two, more pretentious, residences were built and occupied by the sergeants. The builders were local contractors and carpenters and the houses were erected at prices as low as 40 pounds. Among the names preserved of those who built the cottages are William Bartlett, Mr. Derrowman, and Andrew Botsford..

In addition to the cost of erecting the cottages further sums were charged against the old soldiers' pensions for fencing. Rails were used to divide the lost and "Fancy Fencing" fronted the streets. In an old account preserved at the Fort Malden Museum the signature of many of these old soldiers may be seen resenting to these stoppages against their pensions. In quite a number of cases the soldier merely made his mark. Irish names predominate for Ireland was then the great reservoir from which Britain drew soldiers in the expansion of the Empire. One finds such first names as Patrick, Michael, Dennis, and Bernard repeatedly on the lists, and such surnames as Delmore, Maloney, Tansay, Sullivan, Brady, Flynn, O'Madden, O'Rourke, Corbey, Finucan, Pollard, Curley and O'Connor.

In the same account book one may trace the route the Irish Enrolled Pensioners took as they were gathered at Cork for the voyage to America. Nearly all the Pension Districts in Ireland are represented — The Barony of Clare, Dublin, Belfast, Galway, Kilkenny, Trelso, Waterford, Limerick, Castlebar, Clonmel, Tullamore, Marybore, Ballymore, Armagh, Charlemont, Ennis, and Cork. By jaunting car, coach, railway, and canibus, the soldiers and their families made their way to the wharf at Cork where the ship "Hope" awaited them. The "Hope" had sailed from Tilbury with some 32 soldiers and families gathered from points in Great Britain, and when set off across the Atlantic she had 36 additional families aboard.

From the date various ships Stores were issued one can deduct that the "Hope" sailed from Cork about the 9th day of May, and from a gratuity to the cook we can similarly surmise that the ship arrived in the St. Lawrence about June 21st. From other sources July 4th is recorded as the day the Pensioners arrived at Fort Malden. In 1854 others arrived on the ship "Arabian".

Until the cottages were ready the soldiers and their families were accommodated in the Barracks of Fort Malden, which could accommodate about 250 in the two large barracks which had been built in 1838. The old Brick Barracks of 1829 was used as a Mess Hall.

A number of the Pensioners collected their pensions and purchased farms. Among them were the Harlings, Crimmins, Delmores and Hectone. A few bachelor Pensioners were boarders in local houses. In many ways the Pensioners made their presence in Amherstburg felt. Some became shop-keepers, hotelmen, masons, farmers, lime-burners, and many other trades and callings. At first the Pensioners children were taught by Sgt. Meek who maintained a school on the upper floor of the old Artillery Barn, but later when public and separate schools were established in the town they attended those. During his term as Schoolmaster, Sgt. Meek was paid 50 pennies annually. He acted also as clerk to the Paymaster at Quarterly Pension day.

The Pensions varied from 6 pence to 8 shillings, 3 pence daily, according to rank and service. The maximum "stoppage" for advances to purchase the cottages and fencing was one third so the old soldiers were assured of a sum in cash each quarter. They had a burial fund, or more properly a "make fund", which they had the Staff Officer assess against them each pay day. When an old soldier died, which happened with increasing frequency as the years passed, this fund was available to purchase a keg of liquor, tobacco, clay pipes, and cheese, as entertainment while the old comrades sat around and recalled old scenes of camp and field. Regardless of denomination all the Pensioners accompanied the body to the church, and assisted at the graveside.

Quarterly pension day was a holiday in Amherstburg for many of the old pensioners were in a mood to celebrate and the local bars were the gainers. Merchants did a thriving business too as old scores were settled and new accounts opened. The local constabulary was augmented by a Town Sergeant to see the Celebrants did not get too far away from the paths of peace and order.

April 4th, 1884, was the last date on which the Pensioners were paid in person by the Paymaster. The last paymaster was Major Heskith, who retired in that year. After that date they were paid by mail from Halifax. By that time the original 116 Pensioners had dwindled to 34, and the expense of sending a Staff Officer was no longer warranted. Instead, each of the survivors was furnished with an "Identity" containing a recital of his service, pension rate, and physical description. One such document is on exhibition at the Fort Malden Museum, and is that of Bernard Finucan. It records that he was entitled to a shilling a day, that he was then 78 and 2 twelfths years of age, and in the space reserved for colour of hair it states that this hardy old pensioner's was "turning grey". By 1892 only two or three remained and this included Mrs. Bridget Horan who had been a nurse with Florence Nightingale at the Crimea, and was one of the later Pensioners and the only woman to earn a pension by personal service. Incidentally, a number of Pensioners, and a good many of the Pensioners' sons served in the Crimea War and also in the American Civil War.

The Pensioners had long since passed on. Indeed, nearly all the sons and daughters have followed their parents to the grave. However, the son of one Pensioner is still hale and hearty at the age of ninety years in the person of Alexander Bonnett, one of Amherstburg's best known citizens.

Alexander Bonnett was born March 21st, 1858, on Bois Blanc island, opposite Fort Malden. His birth place was the Pickett House where his father Col. Sgt. John Bonnett had his residence as one of the Enrolled Pensioners. Col. Sgt. John Bonnett had charge of the detail which manned the three Block Houses on the island, these being the out posts of Fort Malden. Alexander Bonnett was the youngest son in a family of ten, and is now the only survivor. His oldest brother, William, left home at the age of 15 when Alex Bonnett was only three days old. William enlisted in the 100th Regt. and returned ten year later on furlough to marry his childhood sweetheart. He died in the service at Gibraltar.

John Bonnett, the father, was born in 1809 at Wickhambrook, Bury St. Edmund's, Suffolk, England. On April 18th, 1827, at Boston, England, he enlisted in the 69th Regiment of Foot. He accepted three pounds bounty of which only 10 shillings was in cash, the balance being charged against him for "necessities", these ranging from braces to a ball of blacking.

John Bonnett's regiment, the 69th Foot, was raised in 1776 and at times was used as Marines. The regiment served with Admiral Hood in 1782 in the West Indies, and again in 1793-94 at the siege of Toulon, and won the battle of honour "St. Vincent" being with Belson at that Spanish defeat. The 69th served under Wellington at Waterloo when Napoleon was finally defeated. During John Bonnett's 22 years and 99 days of service the regiment crossed the Atlantic seven times. His first trip abroad was to the West Indies where he landed February 6th, 1832. It was while stationed there he was promoted to corporal on October 22nd, 1836, and to sergeant, October 8th, 1838. The regiment was next sent to New Brunswick where he landed March 18th, 1839. Here he was married to the daughter of another soldier, Margaret Bonery, an Irish colleen being his bride. Their wedding took place at Carleton, New Brunswick on December 8th, 1839.

In John Bonnett's regimental account book the listing of his first five children is found. Their birth-places are scattered as the regiment continued to move from place to place. William, the eldest, was born at Grand Falls, New Brunswick, on March 6th, 1842. The regiment landed in Ireland on September 17th of the same year, and a year later Alice, the second child, was born at Ronconson. Henry, the third child was born at sea on board the troop-ship "Resistance", April 29th, 1845. A fourth child and second daughter was born April 17th, 1847, this was Sarah. Her birthplace is not stated but she died August 29th, 1848, at Malta. On December 13th, 1847, the regiment landed in Malta, and there another daughter was born March 3rd, 1849. John Bonnett had been promoted to Col. Sgt. October 1st, 1848, while stationed in

Ireland, and this rank with his long service entitled him to a pension of almost 2 shillings a day. Accordingly, he received his honourable discharge, dated at Malta, April 11th, 1849.

His character was listed on the document in the space provided as excellent and he received a gratuity for meritorious service. He reached England in July and was furnished by the war office with a further document addressed to Church Wardens and Constables certifying to his honourable service and trust-worthy character.

The Bonnetts settled in Galway, Ireland where another child, a son, Joseph was born April 5th, 1851, shortly before John Bonnett as an Enrolled Pensioner, set sail for Fort Malden and Amherstburg. This child died at Bois Blanc, April 7th, 1856. The four remaining children of the family were all born at Bois Blanc in the years between 1853 and 1860. The four of school age were rowed over to Amherstburg each morning to school, and one family tale of that time tells how Alice and Henry rescued from drowning the occupant of a capsized sail boat, Alice holding the nearly-drowned young man above the surface of the water by the hair of his head while youthful Henry rowed him to shore.

The family in mature years scattered far and wide. The American West became the home of some. Alex Bonnett states that after the Pensioner Force was disbanded his father resumed a trade he had learned as a youth, that of maltster and brewer, and was employed in an Amherstburg brewery. John Bonnett, the father died in 1875 at Amherstburg.

Alex Bonnett as a young man became a sailor like so many Amherstburg boys of that day, many of them Pensioners' sons like himself. Some were cooks and some were Captains but all loved the lakes and made the name Amherstburg a familiar one on great lakes vessels. The families of Hagen, Jarmin, Hutton, Pocock and Tobin furnished some noted captains. In some cases the second and third generations are now plying the Lakes.

Like other sailors Alex Bonnett had some narrow escapes. On one occasion the tug on which he was sailing blew off a cylinder head, and their barge in tow almost rammed them before the lines were cleared and the barge veered off. In 1885 he enlisted in the Amherstburg company of the 21st Battalion raised for service in the Riel Rebellion but the trouble was settled so quickly he only had camp experience at the annual reviews. He and Walter Botsford are the last survivors of this l885 company. In later life Alex Bonnett was for many years the town night-watchman and his old billy is one of the exhibits at the Museum.

His marriage was to Elizabeth Hancock, also of Pensioner stock. Four daughters and one son were born to them. Mr. Bonnett makes his home with his eldest daughter, Mrs. J. E. McGee. Daily he may be seen taking his walk downtown, and on Sundays going on to Christ Church where he has been a life-time worshipper.

All honour to him for a long life well-spent, a worthy son of an honoured father, a living link with Amherstburg's historic past. 1948

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History of Bob-Lo Island

Bois Blanc Island is situated in the Detroit River near the entrance to Lake Erie. It is slightly over 200 acres in area and lays off the Canadian mainland about one half mile opposite the town of Amherstburg. Its upper end is opposite old Fort Malden while its lower end some two miles distant is across from a point on the mainland known as Elliott's Point, the site of what is probably the oldest house on the Great Lakes, the homestead of Mathew Elliott built in 1784.

In 1784 the Wyandots granted the Indian Department officers at Detroit the river frontage across from Bois Blanc down to Lake Erie. Mathew Elliott became the occupant of the former Bois Blanc Mission site and on the abandoned farm he set some 60 slaves to work and soon had the fields cleared of underbrush and again in crop. By the 1790's some 200 acres was under crop by Elliott.

Captain Mathew Elliott succeeded to the Superintendency of the Western Indian Department and his homestead on the site of the Bois Blanc Mission became, in a sense, "the capital" by which the Indian affairs were administered over a vast stretch of territory extending from Kettle Creek, Lake Erie, on the east to Spanish territory on the Mississippi on the west. It is to be remembered that the British on the conquest of Canada inherited the good feelings generally existent among the western Indians during the French days. So it was that in the summer thousands of Indians would come to Elliott's to meet in Council and receive presents. At such times while waiting attendance to their wants they camped on Bois Blanc Island.

In 1796, when the British had to leave Detroit and give up their 36 year occupancy of that side of the river, a removal was made to the mouth of the river Detroit. The new Post was erected across from Bois Blanc at a point where cannon could command from high ground the only deep water communication between the lower and upper Great Lakes. At this time the British commander at the new Post trespassed on the Indian domain of Bois Blanc by erecting blockhouses at either end. These blockhouses were designed as temporary fortifications until such time as the new Post on the mainland could be completed. Apparently, they were afterwards neglected and allowed to decay for we find that in 1839 they were replaced by three other blockhouses and a picquet house manned by a small detachment from the fort at Amherstburg.

In American border history there is a long and torturous story of successive Indian wars. In the latter phase of those wars affecting the settlement of Ohio, Michigan, and Indiana occurred the campaigns headed by the Shawnee Prophet and his brother, the illustrious Tecumseh. One of the decisive engagements of that war was that of Tippecanoe in 1811 whereby Prophet's town was destroyed and the Indian cornfields burned.

The hard core of those Indian malcontents fled from further expression of American wrath and came to Fort Malden in the late autumn of 1811. Here the officers of the Indian Department

placed the refugees on Bois Blanc island where they were maintained at the expense of the government throughout the winter. Twice weekly there was issued to them by Clerks of the Department, 600 pounds salt beef or pork, the same of flour, cornmeal, beans or peas, and two fresh beeves.

Tecumseh was absent in the deep south in 1811 and was enroute home when the battle of Tippecanoe was fought. When the War of 1812 broke out he was active in aligning the American Indians on the side of the British and came to Fort Malden. His stopping place was at the Indian Department Headquarters at Colonel Elliott's. Tradition asserts he slept in the Indian Department warehouse despite the fact Colonel Elliott desired that he be a guest in his own home. It is said Tecumseh did this as a compromise not wishing to offend the sensibilities of other older chiefs not so invited.

At this time on Bois Blanc island hundreds of Indian warriors were assembled under Chiefs of various tribes. The names of some of these chiefs appear again in later history. Present were Black Hawk whose name is given to the campaign of 1832 in which Abraham Lincoln was a volunteer; Shabbona, who later was a noted friend of the whites in the settlement of Indiana; Sagonash or "Captain Billy" the Indian son of Colonel William Caldwell, one of the first settlers at Chicago but died a chief of the Pottawatomies near Council Bluff, Iowa; and Miera or Walk- in-the-Water who gave his name in 1821 to the first steam vessel to traverse the Great Lakes above Niagara.

The War of 1812 had one of its first engagements in the channel of Bois Blanc when the American vessel the CUYAHOGA carrying the United States regimental band, wives and children of the officers, baggage, mail and military despatches was captured by a row boat sent out from the Naval Yard dock accompanied by some Indian canoes. The capture was made without bloodshed and as a signal of victory the band was required to play "God Save the King". When the despatches were examined. Hull's disposition and strength were made known and the British and Indians pursued the plans which shortly after resulted in the capture of Detroit.

In 1835 as a result of persistent demands the government of Upper Canada embarked on a program of providing aid to trade and navigation by building harbours and lighthouses. In the January 5, 1836 issue of the Canadian Emigrant of Sandwich the specifications for a lighthouse and cottage to be built on the south end of Bois Blanc island were listed. The lighthouse was built of limestone brought in ballast from Kingston, and local tradition asserts the architect was Andrew Kemp, attached to the Royal Engineers, Civil Branch, at Amherstburg. Kemp as a boy of 15 had accompanied his father also in the Engineers on the retreat of the British from Fort Malden in 1813. He served as Lieutenant in the Engineers on the Niagara frontier for the remainder of the War. As the lighthouse neared completion there was much speculation as to whom would receive the appointment of Lighthouse Keeper.

Francis Bond Head, the Lieutenant Governor of Upper Canada, was making a horseback tour of the Provinces. In Amherstburg he was a guest of the Searle House, the leading hotel and which hotel furnished him with a carriage. In taking a turn about the town his eye fell upon a beautiful specimen of the Newfoundland dog in the yard of Mrs. James Hackett. The Lieutenant Governor inquired if the dog could be purchased. Mrs. Hackett replied that they were much attached to him and could not sell the dog. but if the Lieutenant Governor would appoint her husband Lighthouse Keeper she would give him the dog. Bond Head agreed to her condition and James Hackett was appointed.

This bit of innocent bribery began what must be unique in Canada — a tenure of over a hundred years as successive generations of Hacketts tended the Bois Blanc light. James Hackett was succeeded by his youngest son. Andrew Hackett. On the death of Andrew Hackett his widow was appointed, and she in turn was succeeded by her youngest son, Charles Hackett.

who had the appointment as long as the Lighthouse was manually-operated.

The Lighthouse structure was 40 feet in height and with the elevation of the island land added gave a lamp height above water of 57 feet. The light was visible in clear weather for 18 miles. At first the Lighthouse was a 10 lamp oil burner with eight of the lamps facing toward the lake and two upstream. Down through the years various improvements were made — acetylene gas replacing the oil lights, and later electric. In the fall of 1954 vandals broke in and set a fire which destroyed the lamp house top structure. This had been replaced by a utilarian frame work — much less romantic than the lamp house kept clear by three generations of Hacketts.

One of the exciting episodes of the Hackett tenure was the capture of the island by the Patriots in January 1838. The Patriots had come down river from Detroit in two vessels ladened with arms and Patriot sympathizers to attack Fort Malden. The Patriot force first occupied Stoney island just above Bois Blanc and the next day followed up that exploit by driving off the small military piquet on Bois Blanc. Hackett and his family withdrew with the soldiers. Meanwhile, from time to time, the Patriot schooner ANNE circled Bois Blanc island and each time the vessel passed downstream a few shots from the two cannon aboard were fired into the town. The Hackett women and children, along with many others fled into the country back of Amherstburg where they were accommodated in the few farm homes found there. Finally, the ANNE was put out of action and quiet restored. When the Hacketts returned to Bois Blanc they found their pen of hogs had fallen prey to the appetites of the Patriots, but suffered no other material loss.

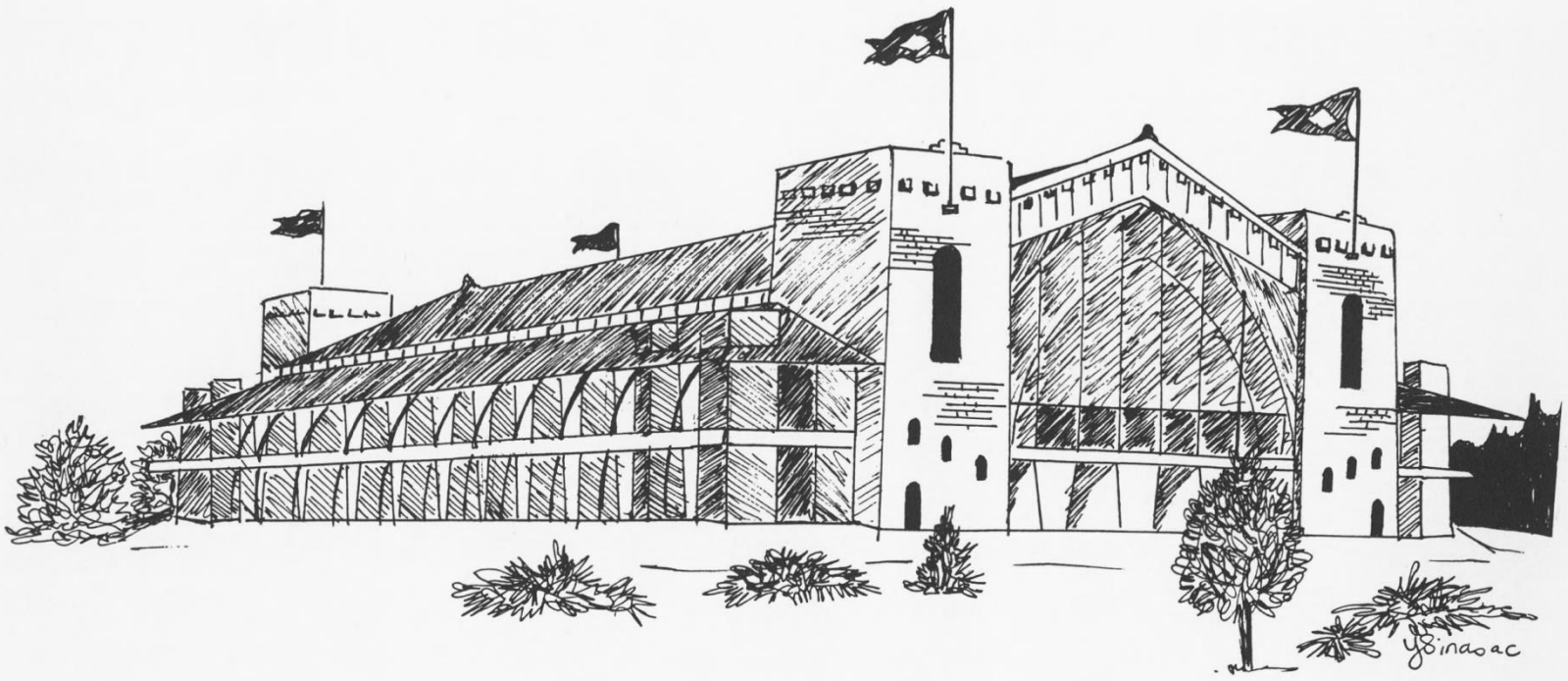
Succeeding years saw no military operations though the Picquet house and Blockhouses were manned until 1851 by the Regulars. When the Regulars left Fort Malden they were replaced by a Reserve Force of Enrolled Pensioners. A few families took residence on Bois Blanc but in 1859 the Pensioners in turn were withdrawn and Bois Blanc ceased to be a Military Outpost of Fort Malden.

In 1869, McKee Rankin, a son of Colonel Rankin, became the owner of the property. McKee Rankin was an actor on the American stage and married to the New York actress, Kitty Blanchard. They transformed Bois Blanc into a gentleman's estate. The farm was stocked with purebred and ornamental stock ranging from Jersey cattle, Shetland ponies to deer and peacocks. There in the summer months the Rankins tooks their ease. A small steam yacht, the KITTY B ferried their guests to and from Amherstburg.

A series of unfortunate investments induced Rankin to turn over the title of his property to his wife. Mrs. Rankin mortgaged the property for $13,000 to a local capitalist, Napoleon Coste. In time Coste acquired title and he sold the property to two Detroiters, Randall and Atkinson, for a sum variously stated as $40,000 and again as $100,000, either sum being a large increment on Rankin's original investment of $40.00.

Atkinson and Randall had been close personal friends as well as business associates but a quarrel developed between them and their Bois Blanc purchase was divided. It was found that the property line ran where one of the partners had a home partly erected. The owner of the house offered to purchase the additional land on which part of his house stood, but the other former partner refused to sell and demanded that the house be removed. When this was not done, a gang of men proceeded to the scene one night and pulled down the framework making what became known in the Amherstburg area as "Randall's wreck".

In 1896 the Detroit, Belle Isle and Windsor Ferry Company became interested in extending their ferry routes. Besides the cross river ferry service between Detroit and Windsor, they had commenced about 1885 to run ferries to Detroit's new park at Belle Isle. This was a very popular service and they conceived the idea of running a similar line to Bois Blanc island. At first they leased a few acres near the middle of the island and proceeded to develop it as a



The Pavilion at BOB-LO (Bois Blanc Island) Detroit River.
Used for dancing week days and concerts on Sundays.
Built 1912-13.

pleasure resort. A dock was built and a dance pavilion erected and the first excursion was made June 20, 1898.

As the venture seemed to point to a profitable future most of the former Atkinson-Randall property was acquired by the ferry company for a reputed $250,000. The Bois Blanc island resort became a favourite one for Detroiters. The river ride, in the days before automobiles became common, enabled the city dweller "to get away from it all" and was heavily patronized. The company found it necessary later to adopt the name of Bob-Lo for the park as many, unfamiliar with the French pronunciation, were referring to the park as "Boys Blank". Incidentally the name refers to the white barked species of poplar still to be found on the island, the French meaning being "white wood".

Improvements to attract additional customers were made from time to time. A large dining hall with a capacity of 250 diners was built out over the river. The dock was roofed and the dance hall enlarged. While the bicycle "craze" was still at its peak a third-mile cinder track was constructed to accommodate the bicycle racers. An athletic field, baseball diamonds, tennis courts, boat livery, bath house and beach, photograph gallery, children's play house and women's rest house were early features. Still later a merry-go-round, the first of many rides, was installed electric lighting. In 1913 a large new dance hall was built of Kelly island limestone. It remains the largest dance hall in Canada and at the time of its building it was reputed to be the largest in the world.

A second dock was built opposite downtown Amherstburg in 1902, and a more frequent local service inaugurated. This local service, to Amherstburg was extensively used by Detroiters patronizing the island until immigration restrictions imposed by the United States government caused its curtailment. It was suspected that aliens desiring to enter the States illegally did so by the Bois Blanc route as no immigration inspection was made when the excursion vessels docked at Detroit though the vessels had cleared from Amherstburg, a Canadian port.

At one time in the mid 20's the Amherstburg ferry service was suspended, much to the distress of Amherstburg's feelings. However, a compromise was brought about when officers of the Port of Amherstburg proceeded to examine every picnic basket landed by the excursionists at Bob-Lo. On that particular day it took hours to unload the passengers. As a result the Amherstburg service was resumed but this time with an American Immigration Service inspector on the Amherstburg dock. This somewhat anomalous situation still exists — Canadian residents enroute to Bois Blanc, a Canadian island, undergo the scrutiny of an American officer.

The 50th anniversary of the opening of Bob-Lo park was celebrated in June 1948 by delegations dressed in by-gone fashions dancing to music provided by one of the island's early orchestras. Down through the years many churches, plants, and societies have made it a tradition to have the annual picnic at Bob-Lo. Some of these special days are known far and wide and looked forward to by county residents, a notable example being the picnic of the Detroit St. Andrew's Society observed as an unofficial holiday as Scotsmen's Day.

As a new summer season is approaching Detroiters and Essex County residents will look forward to renewing their acquaintance with Bob-Lo park and Bois Blanc island. Many will be second and third generation visitors making a pilgrimage to the shrine of their youthful memories. 1955

A view of BOB-LO island in the early 1900's.
On the left is the cafe and on the right,
the original main dock.

17

Municipal Beginnings in Township of Malden

The first steps towards municipal government in these parts were made in 1788 when the District of Hesse was set up. Among the civil officials appointed on that occasion were eight Justices of the Peace. When sitting as a court in the General Quarter Sessions of the Peace, they had the conduct of certain municipal functions as well as their prime duty of administering petty justice. Detroit was the seat of government. It was not until the Constitutional Act of 1791 had come into effect that the counties and their townships were designated. The County of Essex and the Township of Malden were given their names by John Graves Simcoe. the first Lieutenant-Governor, soon after he arrived in the Province. Owing to the sparse population several counties were grouped together into Districts. Our area became known as the Western District and included the counties of Essex, Kent and Suffolk. This last name has disappeared but it referred to an uninhabited tract where the west half of Elgin County is situated.

The eight persons appointed as the first Justices of the Peace were officers and gentlemen then prominent on the Detroit frontier. They were Alexander Grant, Guillaume La Motte, Adhemar dit St. Martin, William Macomb, Joncaire de Chabert, Alexander Maisonville, William Caldwell and Mathew Elliott. The two last were residents of the Malden riverfront where they had settled in 1784. Caldwell's farm lane became the nucleus of the Pike Road, while the extensive tract known as the Caldwell Grant acquired by two of his sons and laying along the Lake Erie shore on either side of the Big Creek has long been a prominent feature of Malden topography. Caldwell and Elliott had served in the Indian Department during the Revolution and their Malden lands had been given to them by the Wyandot Indians. These Indian grants were confirmed to them later by Crown grants made after the McKee Treaty of 1790 by which the Indians had ceded most of the land now in Kent and Essex Counties.

Brief mention of the other Justices appointed in 1788 is merited. In point of seniority Alexander Grant held the honors. He had come to Detroit in the 1760's where he was in charge of the naval operations of the Provincial Marine on the Great Lakes above Niagara. He was popularly known as the "Commodore". He built a Navy Yard on the Rouge near Detroit which operated at that point for twenty-five years until it was removed to Amherstburg when the British evacuated Detroit in 1796. At Detroit Grant married the daughter of a French merchant and established his home on a farm at Grosse Pointe. When the government of Upper Canada was set up in 1792 Lieutenant-Governor Simcoe appointed him to the Legislative Council. In later years, as the senior member of the Council, he occasionally acted as Administrator of the Province even though he retained his residence at Grosse Pointe on what had become by them the American side of the border. Grant died in 1813 and was buried in St. John's Churchyard, Sandwich.

The other members of the Court of General Quarter Sessions of the Peace either were or had been merchants at Detroit engaged in the Indian trade. Macomb is remembered as being, with a brother, the first white proprietor of Grosse Isle. Maisonville, among other enterprises, operated a windmill on the shore above Windsor where grist and flour was ground for the settlers. Guillaume La Motte in the Revolution was a Lieutenant in the Detroit militia in the expedition to Vincennes and was taken prisoner there by George Rogers Clark. He was one of those confined in irons at Williamsburg, Virginia for some months before being released and allowed to return home to Detroit. His later years were spent as an interpreter and he died about 1799. The Joncaires de Chabert during the French regime had been active in the Iroquois country, later coming to Detroit. A memo book of Adhemar St. Martin is in the Fort Malden Museum and has entries commencing with 1777.

The Municipal ordinances this first court dealt with were pretty well confined to the Town of Detroit where complaints of faulty chimneys, obstructed roadways and straying animals were dealt with.

In 1796 when the British left Detroit the new seat of justice was established at Sandwich though it had once been in contemplation to make Amherstburg the center for the District. Amherstburg and Sandwich both became active centers and by 1802 we find mention of a number of new names among the appointed Magistrates. Those residing at Amherstburg were Prideux, Selby, of the Indian Department, Dr. William Hearffy, Surgeon at Fort Malden and Amherstburg's first physician and William Caldwell and Mathew Elliott previously mentioned as original members. Records of the operations of the Court of General Quarter Sessions are not complete for the early years but from about 1817 the Minutes are available.

One of the later Magistrates was Charles Stuart who became a Magistrate sometime before 1820. He became interested in anti-slavery work and was probably the person instrumental in making Amherstburg the goal of many former slaves when the fugitives escaped from bondage in the southerly States.

After the troubles of 1837 there was a general feeling that the people nearest to the scene were best fitted to judge the needs of the community. As an expression of that feeling the Legislature enacted the "Local Municipal Authorities" bill which came into effect January 1st, 1842. This gave extended power regarding the appointments of local officials to elected Councillors in the District who were to assume all but the judicial duties of the Court of General Quarter Sessions of the Peace. From this time on that Court has been strictly a court and not a legislative body.

The Township of Malden, containing the Town of Amherstburg, sent its first representative to Sandwich in the person of "Squire" Robert Reynolds. The first District Council organized itself February 14, 1842. Representatives from the organized townships in the Counties of Essex, Kent and Lambton were present. In 1843 Malden had an additional representative allotted to it and Robert Reynolds and George Bullock were the members. Bullock was an Amherstburg tavern-keeper in the building now occupied by the Union Gas Company and the T. Eaton Order office. In 1844 and 1845 George Bullock and Lewis Gordon were the representatives for Malden. Gordon was a commission merchant and private banker in Amherstburg. In 1846 Gordon and John McLeod shared the honors. McLeod was a vessel owner and distiller, later becoming a member of Parliament. In 1847 and 1848 George Bullock and John McLeod served together, while in 1849 Bullock had a new partner when joined by Henry Wright, a Malden farmer of the Third Concession.

In 1850 a revision of the Municipal Authorities Act brought a change in local government by extending local government to the townships direct, the township councillors then electing from their number a Reeve to represent them on the District Council. Malden Council elected Henry Wright as the first Reeve. In 1851 Amherstburg became a municipality separate from

Malden and its first Reeve was Alexander H. Wagner, while Malden re-elected Henry Wright.

In 1852 and 1853 Daniel Botsford was Reeve, and he was followed in office by Henry Wright in l854. In the next two years the Reeveship went to Michael Maloney and in 1857 to John Caldwell. In 1858 it again went to Mr. Maloney, while in 1859 a new man appeared in the person of Samuel Atkin, while he was followed by Napoleon A. Coste, who was Reeve through 1863.

In the early years the Malden Council had met at various points — in blacksmith shops, schoolhouses and taverns, until the resolution was taken to build a Town Hall. This was carried to fruition and the Hall then built served for almost a century. May this new Town Hall be a worthy successor. 1962

18

This Historic Development of Farming in Malden Township

The story of agriculture in the lower Detroit River area covers a period of more than two centuries. In Malden there is a farm on the riverfront known locally as the Reaume Farm which may be the oldest continuously-farmed acreage in the Province of Ontario. In the Dominion Atlas published in 1881 there is mention of this tradition. The local story has it that this particular plot was used as a corn field, the farmer leaving the protection of the fort at Detroit in the spring, and returning there for the winter after his crop was harvested.

Another early farm was that connected with the Bois Blanc Mission. The Mission was on the mainland on a point opposite the lower end of Bois Blanc Island. It ministered to the Wyandot or 'HURON' Indians, and along with spiritual guidance performed other services for the Indians maintaining a blacksmith shop, trading store beside the farm. From disturbances in the Ohio valley, and the passage through the Detroit River of pagan Indians from the north proceeding to the scene of the war, the Christian Indians of the Mission were in some danger so the Mission was abandoned and re-established at Assumption in present-day Windsor in 1748. There, near and opposite to the Fort at Detroit, it was better protected and the Malden Mission farm given over to Nature.

However, in 1784 a number of former and active members of the British Indian Department were presented by the Wyandots with the tract of land now comprised on the Detroit River frontage of Malden Township and the present site of Amherstburg. The frontage was then surveyed by Mr. Fry on orders of Lieutenant Governor John Hay at Detroit. Still later, after the McKee Treaty of 1790, the Indian grants were confirmed by the issuance of regular Crown grants. The portion of the river front formerly in the Bois Blanc Mission fell to the portion of Captain Mathew Elliott.

It is a matter of record that Elliott had a flourishing farm by the early 1790's. Elliott's home was often the stopping place of travellers who have mentioned the fact in their writings. Thus it is a logical surmise that the large farm he had under cultivation in the comparatively short period of his occupancy could best be accounted for by the assumption he had no forest to clear but only second-growth, small trees and shrubbery that would have grown in the interval after the Mission farm had been abandoned.

From this period there is frequent mention in old records of the crops and animal husbandry so we have a good idea of the course of agricultural development from that time.

The first staple crop was corn. It was in demand especially by fur traders as a ready-built portable food supply in the form of meal or on occasion, parched whole kernels. No doubt, the early pioneer's acceptance of this native American food helped dispose of a good portion of the corn growth.

Wheat, in the form of spring wheat, was another early crop. Some of this became flour for from an early day windmills were established along the banks of the Detroit for grinding flour and grist. By 1817 there were two mills of this description in Malden, one operated by Mr. Barron near Bar Point and another in present-day Amherstburg but then a part of the township of Malden. This latter windmill was located on the waterfront on a lot between Richmond and Murray Streets and is depicted in some early Amherstburg views. It was a vantage point utilized by the defenders of Amherstburg during the Schooner Anne attack on Amherstburg during the Patriot troubles in January 1838.

Distilleries of the area also absorbed a certain amount of the grain grown, as in the form of whiskey it was readily saleable and transportation difficulties were minimized. The McLeod Steam Mill and Distillery was one well-known establishment but it has been out of existence for a century since its destruction by fire.

Along with corn and wheat there is mention of animal husbandry. Oxen, as throughout the early pioneer period elsewhere, were the main draught animals being preferably used for clearing operations in the bush and for plowing in stump land. Horses were mainly raised for saddle use for some time to come. Hogs were raised along with corn and Simon Girty was an early complainant when someone stole his pig. Indeed, pork either fresh or cured by salt or smoke was the main domestic source of meat for many years. Compared with beef the production of pork was simpler in pioneer days. Fencing and winter shelter were provided easier for the hog than for cattle. Pasturage was in the woods and the hay for winter was obtained by 'wild' grass growing in open spaces along shallow water courses or margins of the marshes.

Travellers often commented on the abundance and quality of the yield of field and garden. Captain Mills, one of the early Lake Erie navigators, is mentioned as providing fruit trees for plantations.

Another crop grown in the early days was hemp. It had become a source of anxiety to the Navy Department that its supply of hemp for cordage depended on the American states as formerly during Colonial days. It was decided to provide a local source. The Legislature of Upper Canada was induced to offer a bonus to those who would undertake the cultivation of the southern crop. Accordingly, hemp seed was obtained in Kentucky and the crops sown. How successful the experiment was is something we cannot state but it is known that Gilkinson and Mills applied for space on the Military Reserve for two rope walks in 1804. These walks were 350 yards long and one was parallel with present Rankin Avenue and the other with Sandwich Street, Amherstburg. The Navy Yard was adjacent to this area so we may presume that the rope made was supplied to the government ships built there.

Still another southern crop grown in the early days was tobacco. The early tobacco was cured by tying the wilted green leaf in small 'hands' and suspending them by twine from the pole rafters of the barn. It was not until the later 1820's that tobacco was exported from the area. It was packed in casks and shipped to Montreal where it was in competition with American tobacco grown in the Connecticut valley. Some local commission merchants made a few attempts at exportation overseas to Ireland but found the excise taxes too heavy a burden. The Virginia-type culture and curing methods were later introductions and never flourished in Malden as they did in Anderdon, Colchester, Gosfield and other Essex County townships where soil conditions were different.

The first mention of sheep in Malden was when a flock of Merino sheep were temporarily pastured at Mathew Elliott's en route to Baldoon, the Earl of Selkirk's settlement in the northern part of the Western District near present-day Wallaceburg. In the very early days cloth was imported but by the 1830's both woolens and linens were being made locally implying that sheep-raising and flax culture had become established.

About this time the original farms along the riverfront were all occupied and the back concessions began to open up. One of the first of the 'back' farms was Lot-25-Concession 3, Malden which was jointly settled by Daniel Botsford and Henry Wright in 1831. The lot was later divided into two farms and the north half became the homestead of Daniel Botsford. It is still owned in the Botsford family, Walter Botsford, now aged 91, being a representative of the third generation still residing there along with his son and grandchildren.

Daniel Botsford was one of the projectors of the first Agriculture Society in this area. It is related in the Minutes of the Society that it was organized in May 1844 by several discussing the project "while seated on a log near the steam mill". In June 1844 at a public meeting called for the purpose, a Constitution was adopted and the Society began to function. The Society thus organized endured for over 80 years only going out of existence in 1925. It early adopted the policy of holding an annual Exhibition and the Fair of the Society was long a social event eagerly anticipated each season and held in fond remembrance after its passing.

A fair picture of the agriculture problems as seen by the Pioneer can be deduced from the policy and acts of the Society. One of its first concerns was the introduction of better stock to improve the 'native' breeds. Among the improved breeds there is mention of Durham and Ayrshire cattle and Leicester, Southdown and Merino sheep. In the annual Fair premium list the improved breeds were in categories separate from the 'native' breeds. The Society itself purchased improved bulls and rams and arranged for the use of improved stallions. Incidentally, tradition gives some account of the origin of the native 'French Pony', and its first improvement. It is said the white stallion of Braddock was taken to Detroit after Braddock's defeat in 1755 and its Arabian blood lines became widely disseminated in the small horse then prevailing along the border. Tough and long-lived it was used for saddle, cart and plough all through the settlement.

At the first Fair held in 1844 Malden artisans and craftsmen had on exhibition samples of their work. Machinery shown included two horse-power threshers, a straw-cutter, root-cutter, corn and cob grinder. Among the implements was a 'Canadian' plough, harrows, a horse- drawn hay rake, a wagon and cart. Horse harness for both farm and pleasure use was shown along with sole and side leather and a calf skin. Still other awards were given for a bedstead and a patent beehive.

Mr. James Dougall, the Windsor merchant who had recently built 'Rosebank' as a country home near Amherstburg, had also established a nursery for the propagation of fruit trees. He was the most consistent winner in the Horticulture department. Out of this particular Township Agriculture Society grew a County Agriculture Society with an annual Exhibition and also induced other townships to form their own local units. Some of these Societies still function.

One of the first steel share plows was made in Malden by George Thompson in his shop on Lot 96. The maker was a fugitive from slavery who first entered Canada in the Province of Quebec but subsequently came to Malden. He was an expert blacksmith and was the instructor to the young Pillon brothers whose later shop was long a landmark on the Pike Road. It is related that the first Township Council met for organization in the Pillon shop.

However, commencing in the 1850's and well established by the 1860's was the production of farm implements and equipment by large industrial firms thus marking the passing of the local artisan. The local agents did much of their business on credit and there were but few farmers that did not have at one time or another a machine note to pay after harvest. Here and there through Malden can still be found samples of farm equipment made by three Amherstburg iron founders, Haynes Brothers, George Middleditch and Alex Jones.

In the life-time of people yet living there has been a remarkable evolution in the implements used and the methods pursued in production.

At one time the emphasis was on the production of wheat. In the early years spring wheat was the type grown but later fall sown wheat became the standard. After threshing the wheat was bagged and delivered to the dock side at Amherstburg where schooners transported the grain to destinations further east, Buffalo, Oswego and Montreal. Tales are told of the long wait involved when dozens of wagons were lined up for delivery.

Somewhat later production turned to corn and hogs for 'cash' income. In the beginning of settlement most of the corn grown was a quick-maturing type, either 'flint' or 'gourd seed', but later when fencing was better and birds less a problem the heavier producing 'dent' varieties came into general use. However, some farms continued to grow a small quantity of flint corn for domestic use, it being preferred for meal and hominy.

With the growing of corn came the production of pork and as long as there was a demand for salt pork and lard, Malden farmers prospered even if prices were low. The practice was to raise spring litters, slaughter them in the winter and deliver the frozen carcasses to Windsor packers and shippers. Generally, a number of farmers would arrange to make delivery together and the convoy of teams and sleighs would start out on the 20 mile trip about 4 a.m. and return in the late afternoon with empty sleighs but 'cash' in their jeans.

The change from the lard-type hog to the 'bacon' type commenced in the early 1900's when it became Agriculture policy to encourage the sale of Canadian bacon on the markets of Great Britain. It was soon found that the corn-fed hog produced a soft fat undesirable in bacon so hog production, which had been the mainstay on most Malden farms for a generation, lost its place. Corn, however, sold as grain still continues in heavy production.

Mention may be made here of some lesser crops which have disappeared from the local scene. At one time hops were grown in some quantity in the area, chiefly by the Bailey family. Broom corn had a short tryout before growers decided prices were too low. And until comparatively recently, sorghum 'cane' for the making of the well liked pioneer syrup was an annual crop in some sections of the township. Also a short-lived attempt to establish cheese production on the 'factory' system was made in the first decade of this century but for a number of reasons failed to attain a permanent place in Malden economy.

The First Great War marked a transition in methods. Farm labour was in short supply and there was a need for the greatest production possible. Tractors became common and improved roads made the use of cars and trucks practical throughout the year. There had been a period, still remembered by the older among us, when in the spring roads were all but impassable to wheeled traffic.

With the coming of tractors to Malden came major changes in farm implements. Implements specially designed for use with tractors lessened the hours formerly necessary to produce a given crop. The end result has been that what can be handled by one farmer is greatly increased. The most significant change has been the passing of the pioneer 'bee', no longer necessary when implements and work are geared to one-man or a man and helper operation. With the passing of the 'bee' there has been a certain social loss — less acquaintance with the neighbours' views and problems.

In recent years new crops have made their appearance. Soy beans and cannery crops, tomatoes, corn, peas and asparagus are the chief items in this category. Turkey farming is still another specialty with some Malden farmers. Beekeeping is another.

Another major change has been new methods of weed-control and fertilizing. Present Malden practice gives ever greater emphasis to manufactured fertilizers and soil-conditioners.

The fluid milk market first developed with Detroit dairies about forty years ago but later with the rapid growth of Windsor, that city absorbed all of the Malden milk. At first the milk was delivered by interurban electric cars to Windsor but now and for some thirty years, the milk is gathered at the farm dairy by truck. The observation made by Father Hennepin in 1679 when

he passed Malden with LaSalle that . . . "Those who will have the good fortune to possess the lands of this agreeable and fertile strait will bless those who made smooth the road" has been amply fulfilled and reflected in the development of agriculture in Malden. 1958

19

The Settlement of Malden

In 1742 the Huron Mission moved from Detroit and settled in Malden. While the Mission was referred to as the "Bois Blanc Mission" I believe there is ample evidence that the Mission was located on the mainland and not on the island we know today as Bob-Lo. Descriptions refer to the crescent-shaped bay at the site of the Mission and we can identify that with one side of the point of land known later as Elliott's Point which point jutted out from the mainland opposite the lower end of Bois Blanc Island. This point has disappeared in the past century, initially, by the removal of sand and gravel for sale to contractors and subsequently, by the erosion of the point by increased current in the Detroit River induced by the channel improvements. The Bois Blanc Mission served a village of some twenty dwellings. The villagers were Christian "Hurons" or Wyandots.

In 1747 Orotany or Chief Nicholas residing at Sandusky, a pagan and under English influence rebelled against the French at Detroit and caused so much distress that the Mission was again moved, this time to a site opposite Detroit where the present University of Windsor is now located. A brief return was made to the old site in Malden but in 1751 the Mission was finally abandoned and the up-river site again occupied. This became the nucleus of the later Parish of Assumption when the French of Detroit themselves began a settlement on the east side of the Detroit which became known as the Petite Cote Settlement. Its first grants commence with dates in 1747.

In 1783 Jacob Schieffelin secured a grant from the Ottawa Indians for a tract seven miles square at the mouth of the river. He registered this gift with a Detroit notary October 16, 1783. Immediately protests were made by various persons at Detroit which were addressed to the Governor at Quebec and the grant was cancelled. Schieffelin was a merchant at Detroit.

In 1784 another group of Indians, some Hurons, granted the same area, now comprised in Malden, to officers and men of the Indian Department who had served with them on the frontiers during the Revolution. A running survey of the riverfront was made and lots assigned. It is apparent that the prime movers in securing this grant were three men, Alexander McKee, William Caldwell and Mathew Elliott. To prevent opposition the names of other persons influential in government were included as recipients to share in the division of lands. Among these was Captain Byrd, commanding at Detroit, who secured a lot now part of the town of Amherstburg. It was also held out as an inducement of official sanction that the proprietors, if successful, would grant lands to Loyalists and discharged soldiers. In the end, instead, the Loyalists and discharged soldiers were settled in 1790 on land now composing the townships of Colchester and Gosfield, and Alexander McKee settled in another Loyalist settlement on the Thames in present Kent County.

Actual permanent settlement of Malden commenced with the summer of 1784 with William Caldwell, Mathew Elliott and Captain Byrd starting to clear. Byrd hired Edward Hazel, a Loyalist to do the hewing and slashing on his plot and on it by 1796 there is a record of two houses erected and occupied and sixteen acres cleared.

William Caldwell's lot lay immediately south of a little stream that entered the Detroit about opposite the middle of Bois Blanc Island. Its present-day designation is the Conklin Lumber Yard and the Pike Road was the lane along the north edge of Caldwell's lot.

Mathew Elliott had the wisdom to select for his lot the land formerly occupied by the Mission farm and had only to clear off underbrush that had grown on the Mission fields abandoned thirty-three years before. Accordingly, with the aid of some 40 or 50 slaves he soon had a flourishing establishment. His residence erected in 1784 stood until some time in the early 1900's. By the mid-1790's travellers have recorded that Elliott had 700 or more cattle on his farm. He had a tannery to make leather from the skins. The beef was salted and was an article in the Indian trade and for the supply of Government Posts. In 1797 he received a Government grant for 3,000 acres in Malden thus regularizing to that amount the Indian gift of 1784. Elliott was appointed Deputy Agent in the Indian Department in 1790 and in 1796 made Superintendent at Amherstburg. His immediate superior was Colonel Alexander McKee.

The McKee lot lay on the riverfront between that of William Caldwell and Mathew Elliott and was not occupied by McKee himself. In 1791 he permitted a large party of Moravian Mission Indians, mostly of the Delaware tribe, to settle there. However, their stay was only for a year as the missionaries decided that a better place for their purposes was a tract on the Thames River near present Moraviantown and the Indians removed there. The Moravian Mission Indians had suffered much in the Revolution. On one occasion 97 of their men and boys were herded into their church in Ohio and massacred by a party of Kentucky militiamen. Since that occasion they had many removals. During their short stay in Malden the Moravians built a school and church.

In 1796 the British had to evacuate Detroit where they had been for 36 years and hand over that place to the American government. The necessity of that removal had been foreseen for a number of years and in the various surveys of the Malden front a place of 2,000 yards was reserved for government. The site included the lot that had been assigned to Colonel Byrd in the 1784 gift from the Indians. Because of this reservation by the government and the irregular method by which the Indians had made the gift. Colonel Byrd was unable to receive any compensation for the expenses he had made in clearing. The Royal Engineers found some 16 acres of forest cleared and a crop of wheat sown where it was decided that a new Post was to be built to accommodate the Government Departments coming from Detroit. Edward Hazel, the tenant of Colonel Byrd, for the loss of his crop received some rum from the Government Stores. Hazel thereupon removed to Mersea township where he commenced another farm.

When the British military establishment left Detroit a good many of the Detroit merchants left also. A few settled at Sandwich and the remainder came down river to be near the protection of the New Post. The merchants built log shops and homes along the waterfront where present Dalhousie Street is now and within the first year occupied the space between Richmond and Caldwell's lot. The commander of the Post was a young Captain. William Mayne. only 20 years old. He was very conscientious and had warned the merchants that they were squatting on land reserved by the Government and had reported the matter to Headquarters at Quebec. Back came an order to remove the merchants. The question was where? Already all the land in the vicinity was claimed by someone. Indians or settlers. Colonel McKee then offered a the lot he owned a half mile lower down. Captain Caldwell also laid out a paper town on his lot which he expected to sell lot by lot except for a site for a District Court House which he would donate. The merchants, however, were not without influence and they made representations

as to the losses they has sustained in moving from Detroit and a second removal in the depth of winter would be a harassment. Consequently, the area of the proposed Fort was reduced and the commander of the Post directed to give licenses of occupation to all worthy applicants. By 1799 there were three streets occupied called First, Second and Third. In the early 1800's deeds were issued to the lot holders, the streets re-named and the lots re-numbered. Richmond Street was the north limit of the town and by 1820 side streets were laid out as far back as Victoria Street to the present day.

Along the riverfront below the town other farms were occupied early. Two interpreters in the Indian Department, Simon Girty and Charles Reaume, commenced farming operations before 1790. The first record of a marriage in Malden was that of Simon Girty and Catherine Malott who were married "at the mouth of the Detroit River" in 1790 by Reverend Augustus Frederick Weizbach. (Weizbach was an applicant for a Loyalist grant in Colchester that same year.) There is an old tradition that the Reaume farm was cropped annually before 1784 by a resident of Detroit who went there each spring to plant corn and after the harvest returned to the protection of the Fort at Detroit for the winter and, that the farm is the oldest continuously- cropped farm in the present Province of Ontario.

The War of 1812 stopped settlement for a number of years. The merchant houses in Amherstburg experienced a great drop in the fur trade after the War as the American government fostered American fur companies with agents in Toledo, Ypsilanti, Detroit and Saginaw that shut off the old trade with the Wabash country. Emigration from Great Britain was only a trickle by the time the Detroit border was reached so it was not until the 1830's that the back country of Malden began to fill. When trade revived attention was turned to new lines. The packing of fish and pork for sale in eastern markets, square timber in the shape of oak and walnut found a market in Quebec for eventual sale overseas, and tobacco with a limited sale in Ireland are some of the items mentioned.

One of the first farms to be occupied back from the Detroit River was Lot 25, Concession 3 on the Big Creek, which was settled on by Daniel Botsford and Henry Wright. A third man, Stephen Hubbard, built a tannery. All three were brothers-in-law having married three daughters of David Kemp of the Royal Engineers at Fort Malden. The date of the occupation was 1832. Lots 22 and 23 immediately east of the town and Fort were laid out in small "Park" lots and were sold mostly to speculators.

About 1828 a causeway was built across the Big Creek to join with the old Indian trail that ran up from Oxley. This was made at what soon became the Pike Road when Caldwell's lane was extended to the east boundary of Malden. About this time the rear concessions of Malden were surveyed and opened for settlement. The first farms were along the Pike Road and the Big Creek and lake shore. Sometime prior to 1849 a causeway and bridge had crossed the Big Creek at Hutchins and part of the old Indian trail was closed.

Gradually the original grants to Mathew Elliott, William Caldwell and Alexander McKee which had extended back from the river to the present 6th Concession were sold off in farm lots. The 2nd Concession Road was opened in 1863 marking the end of the breaking up of those large tracts. By that time the back of Malden was occupied. The Malden-Colchester Town Line was chopped out in 1851 and graded in 1854. The Malden-Anderdon Town Line was still in bush as late as 1856 when steps were taken to sell the timber, but in the early 1860's it was cleared, graded and bridged where necessary.

The route of present Highway 18 east from the river was ditched and graded in 1862. The Big Creek was bridged just north of the present highway in 1861. The Collision Side Road was being cleared in 1865. In 1867 a fence was ordered to be removed that was erected across the 7th Concession. About the last part of the township to be settled on and cleared was the northeast corner. The Long Marsh was bridged at the 9th Concession in 1862 and on the 8th Concession in 1878.

Lots 72 to 81 inclusive and Lots 90 to 94 inclusive were "Clergy Reserve" lands and the proceeds of sale were applied to the support of certain Protestant denominations. Because the town lots of Amherstburg were so early settled on, no provision was made in the town plot of Amherstburg for the Reserve for Clergy. In later days, when it was necessary to set aside the one-seventh for the purposes of the Clergy Reserve, it was done by adding to the Deed of the Amherstburg lot so many square feet of a part of one of the Clergy Reserve lots out in the township of Malden, sufficient to make up the one-seventh deficiency in Amherstburg.

In 1844 we have a record of schools open in Malden. These were the Big Creek School, the Pike Road School, the Atkin Settlement School, the Lake Shore and the Union School at Vereker. The Union School was attended by coloured children and the name "Union" indicated that the Union section embraced the same area as other school sections attended by white children. In Amherstburg in 1844 there were four schools — one Catholic, one coloured and two Common schools. Amherstburg was still part of Malden until 1851 when it separated and was incorporated under a special charter as a town though deficient in population for that status. It became a full-fledged town in 1878.

The population of Malden in the 1880's was derived from three main groups-emigrants from the British Isles, native Canadians of French ancestry and descendants of fugitive slaves.

When Mathew Elliott established himself on the Malden front he had the aid of some 40 to 60 negro slaves. These he had acquired on a raid in Kentucky during the Revolutionary War, his share of the booty. A few free negroes were among the Loyalists seeking lots from the Detroit Land Board. The greater number of negroes came into Canada, many of them at Amherstburg, following the War of 1812. It is said that the American officers had negro servants and when these servants returned to Kentucky they spread the word that slavery was abolished in Upper Canada, and any slave could free himself by following the North Star. In the 1837 Rebellion more than 100 fugitives were in one company of the Militia and served on the frontier through the schooner ANNE affair to the Battle of Windsor. In Amherstburg the negroes founded two churches and in Malden another. The neighbouring township of Colchester had several others at Gilgal, New Caanan, Gesto, Mount Zion, Pleasant Valley and Central Grove still remains along with several more recent churches.

The native Canadian of French origin that helped people Malden were for the most part descendants of those French families that had settled on the Detroit between 1701 and 1760. Most of them had ancestors and relatives that had first lived in Essex County in the old settlements of Petite Cote and Assumption.

Among the emigrants from the British Isles were a number of old soldiers who were brought to Amherstburg in 1851 as part of the Pensioner force. (In 1851 the Regulars were removed from Fort Malden where they had stood guard for 65 years and were replaced by a group of Pensioners who had already served 21 years in the Army. The Pensioners themselves were disbanded in 1859 and some of them became settlers in Malden and Colchester, most though, remained in Amherstburg where they resided on lots laid out on the Military Reserve in that part of Amherstburg north of Richmond Street and east of Sandwich Street.)

A few Malden settlers had their origin in families that left the United States during the Civil War. the action of that country's government not meeting with their approval. Other Malden settlers were Canadians who were originally from the Maritimes. Quebec and eastern Ontario, and who moved westward following the tendency of the times. Malden itself contributed to this tendency when various families moved westward into Michigan, Illinois. Iowa and Kansas during the 1870's and 1880's and again to the northwest right up to the First World War.

From about 1910 and the coming of the automobile the development of the river and lake shore beaches as residential areas separate from farming or fishing has been a feature of Malden. Originally strictly a seasonal transfer of residence during the hot months, more and

more the tendency has been for year-round occupancy and so the "summer people" have become permanent settlers. This is part of the urbanization that is taking place everywhere in modern Ontario.

The municipal boundaries of Malden have remained unaltered since 1851 when the town of Amherstburg was set off. The same can be said for Anderdon but it is evident that soon the annexation to Amherstburg of abutting lands will be very much in agitation. The balance of the good and bad factors is a decision that will be conditioned by the fact that Malden's beginnings of two hundred years ago is but a small dot lost in the blot of urban sprawl, and that this old earth is being populated at a rate that will double itself in the next thirty years. 1966

20

Early Settlers of Malden Carved Fine Homes from Forest Areas

The early days in Malden date back with certainty to 1784 when the officers of the Indian Department procured farms for themselves from the Indians. There is a tradition that the Reaumes had corn fields along the river bank before this time, but lived there only in the summer time, and perhaps some others did the same. On an old French map of the Detroit region the residence of one Marcon is marked near the mouth of Big Creek. This map is dated 1760. In this connection there is also a tradition that in the early days there were other French settlers along the Lake shore and one Sunday morning when attending mass at a chapel nearby the land subsided so that on leaving the church the lake waters were ankle deep over the fields and remained so that the land was abandoned. The date of this occurrence can only be conjectured but as in past centuries some severe earthquakes have visited Canada it is likely one of the earthquakes years was so marked locally.

Mathew Elliott, Caldwell, Hazel and Simon Girty of the Indian Department were the first settlers in Malden. Their grants from the Indians were finally confirmed by the Detroit Land Board, but not without the title being disputed by some French gentlemen of Detroit who also laid claim to the lands. Colonel Byrd, the commandant at Detroit during the Revolution, sought for himself lands where the town of Amherstburg now stands. Though his original title was as good as Elliott's and Caldwell's from the fact that it was necessary for the British to evacuate the military post at Detroit and the site of Byrd's lot opposite Amherstburg was the best possible situation for a Fort as the channel ran so near and so commanded the river traffic Byrd could not get his grant confirmed. Long after the fort was constructed Byrd's widow was still trying to get some recompense for the loss of the land, but unsuccessfully.

All the first grants fronted on the Detroit River and reached back in most cases as far as the 5th Concession. The Pike road as far as the Busy Bee corner was the lane of the Caldwell farm.

Hazel lived on the farm fronting on Callam's Bay. He was a soldier in the War of 1812 and when the British lost command of this area he was forced to remain in hiding. In the day-time he would remain in the woods and at night enter his own cabin by a trap door. On one occasion while in the cabin he had to hurriedly hide as a former companion arrived to break the news to Mrs. Hazel that her husband had been killed! Eventually, he found the means to rejoin the army at Niagara and later his wife and her sister made the long trek through the wilderness to join him there.

With the building of the fort former residents of Detroit came to the new town which sprang up below the fort. First, Second and Third streets corresponding to our present Dalhousie, Ramsay and Bathurst streets were laid out with lots and on a certain day sold at auction. The Mickles, the Kemps, and the Botsfords, all former employees at Detroit either in the Navy

Yard or the Engineers were purchasers in 1796 of some of these lots.

No settlement was made in the rear lots of Malden for a good many years. The "New Settlement" along the Lakefront of Colchester and Gosfield townships absorbed all the settlers, but in 1826 the Canada Company was organized in England as a colonization company and they acquired much of the land to the rear of the original grants in Malden. As fast as roads were opened and lots surveyed the farms were taken up. Some of the new settlers were sons and grandsons of the Loyalists who had settled in Colchester and Gosfield, others were French families from the upper reaches of the Detroit River and Lake St. Clair.

Not all the Malden land was owned by the Canada Company as some was retained by the Crown for the maintenance of the Established Clergy. The income from the sale of the Clergy Reserve lands was a fruitful source of political disputes and was one of the grievances that led to the Rebellion of 1837. In the end all denominations shared the income.

Some of the early French families of Malden were the Deslippes, Barrons, Goodchilds, Graveline, Langlois, Marentettes, Morin, Lapierres, Lepains, Ouellettes, Pillons, Reaumes, Robidoux, Bastien, Beaudoin, Richards, Meloches, Amlins, Brodeurs (Brothers), and others.

The officers at the Fort also contributed their quota to the permanent settlers. The Hunts, Duffs, Caldwells, Ironsides, Elliotts, all were connected in some way with the British establishment at Malden, some were officers in the Commissary, some in the Indian Department and all married locally and their descendants are numerously represented here today.

Up to 1830 the bulk of the population of Malden was concentrated in the settlement around the Fort. However, the various colonization schemes got underway and soon families from overseas were coming in to hew new homes from the solid bush. The early settlers had the wolf, the bear and the fox to contend with. The scanty livestock, especially the farmer's winter store of bacon in the form of "hog on the hoof" was the favourite morsel of old bruin. Other tales are told of encounters with wolves. Once a pioneer's wife returned to her cabin after a short absence to find wolves had gone in the open door while she was gone. Not a bit abashed, but rather angry at the destruction being wrought inside she grasped an axe and standing at the cabin door despatched each wolf as he sought the safety of the woods. Nothing heroic about such exploits, just the usual run of pioneer incidents. The deer were still plentiful, and there are a few yet living who have hunted the deer on land which has long been claimed as the sole domain of domestic stock.

Among the early settlers who were descended from the earlier Loyalists of Colchester and Gosfield are the families of Brush, Mallott, Harris, Cornwall, Dowler, Tofflemire, Wright, Wigle and Fox.

Early arrivals from Ireland were the Atkins, Gotts, Goldens, McGee and Sellars. From Scotland came the Andersons, Borrowmans, Callams, Cousins, Gibbs, Campbells and McLeans. From England came the Armitage, Atkinson, Bailey, Bratt, Edgar, Honor (originally Huguenot French), Martins, Lanes, Parks, Pigeons, Squires, Waters and many others.

Later emigration from the States brought other families still represented here. Two families who came during the American Civil War were the Ongs and the Spenders.

The fact that British dominions were free from slavery attracted many fugitives from the southern states and as was pointed out in a recent Echo article many of these folk were Malden settlers.

The blood of the aborigines is not all lost to its native haunts as many a pioneer family have somewhere in the background of the family tree a courier de bois who wedded a dusky maiden of the forest who gives to her distant descendants a grace of form and beauty of face that always is admired.

To the new settlers from Central Europe the old settlers extend a hand. In a generation or two the new stream will mingle with the old and the new race of Canadians will face the horizons of the future with the same confidence the pioneers tackled the tangle of the forest and hewed themselves a nation. 1940

21

Old Amherstburg Landmarks Have Colorful and Romantic Background

Two links with old Amherstburg's historic past are in process of disappearing. One case is the wrecking of the former Grammar School on Park Street east. This structure has been so long occupied as a dwelling that many have forgotten its original use as a school building. The school was a fountain of knowledge to the Amherstburg youth of a century ago who had aspirations to an education higher than the common schools provided.

Another severance with the past occurs through the action of the town council in disposing of the residence on the Park Farm, Dalhousie Street south. The building is to be either removed or wrecked. The house is a good deal past the century mark in age, and like other wooden houses of the period is "French-framed". Many of the posts and beams are black walnut. The land on which it is situated was granted in 1784 by the Indians to Captain William Caldwell, which grant was later confirmed by the Land Board of the District of Hesse. The old residence connects Amherstburg with the days when slavery existed in British territory for either as the builder of the house or else as an early occupant was one John Stockwell, a slave owner. John Stockwell was the son of the Loyalist of the same name. The younger Stockwell married Polly Botsford, eldest daughter of Henry Botsford, who was a Loyalist from Connecticut. The slaves were a heritage from earlier Virginia days when some of the Southern Loyalists with their livestock, household goods and slaves made their way through the forests to Detroit (British territory until 1796).

The best-known of the early slave-owners was Mathew Elliott, whose original house, built about 1785, stands a mile below Amherstburg on the bank of the Detroit River. Without doubt the old Elliott house is one of the oldest houses within a radius of several hundred miles, but it is being destroyed piece-meal at the hands of thoughtless vandals. The site of Mathew Elliott's farm had been formerly the corn fields of an Indian Village, and accordingly required but a short period to clear off the brush that had grown up, a task speeded with the aid of sixty slaves he brought from Virginia. In a few years he had several hundred acres under cultivation. In the Revolution Elliott had become an officer in the Indian Department where he attained great influence, partly through his marriage to an Indian woman, who became the mother of two sons. When past middle age he married a second time and by this wife, Sarah Donovan of Boston, he had two more sons who in later life were prominent in local affairs. Part of Mathew Elliott's duties were in connection with the annual distribution of supplies and money to the Indians. Though the Department of Indian Affairs was distinct from the Navy and Army Departments the Commandant at Fort Malden sought to control Elliott's activities. As a result of this a quarrel broke out which resulted in charges being made that ended in Elliott being ousted from his office. His petitions to the Government were all in vain until the War of 1812 broke out when the authorities were glad to make use of his influence with the Western Indians.

Elliott participated in all the local battles in which the Indians were engaged and was in the retreat to Niagara. He died at Burlington in 1814 from the effects of his exertions. After the War ended Elliott's widow and sons returned to Amherstburg and once again brought the farm to a prosperous level. The Elliotts had the reputation of treating their slaves very kindly but it is said that when slavery was abolished throughout the Empire in 1833 William IV they neglected to inform their slaves of the event and nearly a year had passed before the news percolated to the recipients of the King's manumission. 1939

22

Plowing Matches Were Once Big Events at Amherstburg Fairs

Many from this community journeyed to St. Thomas to view the recent international Plowing Match, and there marveled at the skill and dexterity displayed.

A good deal of comment was heard regarding the practicableness of duplicating such nicety of work on the home farm. When one sees plowmen going up and down the furrows on their hands and knees making precise the lay of every clod of up-turned earth it requires some inquiry whether the effort is worthwhile. Certainly no farmer with acres to prepare for seeding could afford the time the plowmen at the International Match expended on a single lane.

In the ages since man first turned from following the roaming herds and became a raiser of cereals it has been an object to efficiently turn the earth in preparation of the seed bed. Plowing being the primary operation in the cycle of agriculture procedure the art of plowing well has come to be a symbol of a fundamental. Thus, one must remember that the type of plowing seen at a great Plowing Match bears about the same resemblance to ordinary field plowing as ceremonial drill in military affairs bears to squad drill. The basic elements are the same but precision and nicety are lacking in the one and carried to the quintessence of perfection in the other. No rookie is expected to perform in ceremonial drill, and only those who are high priests in the art of plowing can hope to win an award in an international Plowing Match.

One of the novelties of the Match which attracted a huge gallery of onlookers was the appearance of a team of oxen. Their driver manipulated a plow said to be 125 years old. With hundreds of rubber tired tractors purring in an adjoining field and airplanes soaring overhead emphasis was given to the contrast of the old way and the new. However, the press of the crowd was so great no effective plowing could be done, but the spectators were satisfied to see even that much of a link with pioneer days. Here and there were old-timers who as boys had handled oxen, and who stoutly maintained that for plowing and work in the bush oxen were superior to their supplanter, the horse. Though the plowmen driving teams were there in numbers, more and more each year are given way to tractors. No doubt the day will come when a team of horses will be the novelty the oxen provided at this 1940 Match.

In the old days when Amherstburg had a Fall Fair, Plowing Matches were sometimes held in connection. In the minute book of the Malden and Anderdon Agriculture Society (organized in May, 1844) a record has been left of a Plowing Match held October 1, 1846. The Society had 25 pounds at their disposal for the awarding of premiums and set 30 shillings of that amount aside for three awards to plowmen. The winners of this match, held 96 years ago, are given as, 1st, Thomas Horsman; 2nd, John Paten; 3rd, Chas. Sageman.

In 1847 the contest was enlarged by adding a class for boys under 18. The judges appointed were Mr. Atkinson, Mr. William McGee, and Mr. J. Maloney. The date of this contest was October 15, 1847, and the winners in the Men's' class were, 1st, Mr. Lovell; 2nd, Mickle; 3rd,

Graveline. A third year found the Agriculture Society again sponsoring a Plowing Match, but this time it was held in the spring on April 20, 1848. There were now three classes listed as "Scotch Plough", "Canadian Plough", and "Boys". The judges were Joseph Graveline, Sr., William Mickle, and James Mason. The events were decided as follows: Scotch Ploughs, 1st, Lovell; 2nd, Bailey; 3rd, Thomas Horsman. Boys: 1st, Canadian Plough, Mickle. Boys: Scotch Plough, 1st, Bailey, 2nd, Maloney. In 1849 the Match was again held in connection with the Fall Fair. For that year the judges were Mr. Turk, Mr. Archer, Mr. Ridsdale, William McGee, and Patrice Barron. No record is left of that year's prize-winners. Most of the above mentioned names are still familiar in the community.

In 1850 as the result of a new Act of Parliament the various township agriculture societies then in existence were re-vamped and a county society organized in each electoral division. Because of this no Fall Fairs were held by the local Society until 1855. Again the Plowing Match was to be a feature and judges were appointed as follows: John Bell, George Vollans, John Davie, John B. Ouellette, and Henry Wright. John S. Ridsdale, John Bailey and Daniel Botsford were appointed a committee to procure a suitable piece of ground. From some cause not disclosed no competitors appeared and from an examination of the Minute Book no other effort was ever made to hold a Plowing Match in connection with Amherstburg Fall Fairs. However, in that same month of October, 1855, two plowmen took part in a match in connection with the County Fair held at Windsor. The 1st prize went to John Waters, and the 2nd to J. Hodgins.

From occasional entries in the Essex County Society's Minute Book one gathers that the Plowing Matches were still held annually for the following decade, but despite increased premiums and special prizes there were few competitors. A final, uninspiring, Match was held at Kingsville in 1867 which caused the following fulmination to appear in the Directors' Report of that year: "Various reasons are adduced why more interest is not taken in such things but we think the true solution of the difficulties are cowardliness and pride, love of pleasure, and constitutional laziness. Fear of being beaten may prevent some from trying but it is a notorious fact that the majority would rather be mere spectators and on-lookers than take part in a good and commendable enterprise." The above language is likely the composition of Alexander Bartlett who was secretary at that period.

Judging from the size of the throng at the Plowing Match just past, we moderns, like our ancestors, prefer to be "mere spectators and onlookers", content to view the greatest spectacle of its kind on earth. 1940.

23

Anderdon, Past and Present

The township of Anderdon extends along the Canada shore of the Detroit River for five miles above the town of Amherstburg. It extends back from the river in Essex County some seven miles. The upper portion of the Detroit River frontage of Anderdon is featured by the mouth of the slow-moving Canard River and its extensive marshes, while nearer the town of Amherstburg the banks are higher and from there a wide-spread view is obtained of the beautiful lower Detroit River with its many islands and busy marine traffic. Formerly in a state of nature and the haunt of the Indian it is now highly developed with areas of farms, industry and suburban homes supporting a population of 3,382.

Anderdon was a portion of the tract along the lower Detroit described as seen by Father Hennepin in 1679 as being an earthly paradise — "the banks are vast meadow and the prospect is terminated with some hills covered with vine yards, trees bearing fruit, groves and forests, so well disposed that one would think that Nature alone could not have made, without the help of Art, so charming a prospect." There in the opening among the forest trees the Indians had their carefully-tended gardens where they grew beans, melons, pumpkins, corn and tobacco, while their huts were disposed along the Indian trail now part of Highway 18.

In early historic days the Indians were an Algonquin group known as the Neutrals, but after the inroads of the Iroquois into south-western Ontario in the mid-17th century the Neutrals were either killed or dispersed among neighbouring tribes in Ohio and Michigan and their former hunting grounds were slowly occupied by other Indians who filtered in, largely from the north. Among these later Indians was a band of Wyandots or "Hurons" as they were called by the French. They had come in considerable number after Cadillac was established at Detroit, and eventually established villages at points on the Detroit River, the Lake Erie shore and the Maumee valley in Ohio.

The Wyandots were the remnant of the Huron Nation destroyed by the Iroquois in the mid-1600's. Dispersed from their former site along the south part of Georgian Bay they had fled in stages to successive sites westward, finding temporary homes at Green Bay on Lake Michigan and Sault Ste. Marie and it was only after two generations of wandering that their steps were turn southwards to the lower lakes. There their influence was to be an important factor in Indian relations for the next century. They lived among or had as neighbours the Chippewas, the Ottawas, the Pottawatomies and not far away were villages of their ancient enemies, the Senecas. As confederates of the Chippewas, the Ottawas and the Pottawatomies, they became the Keeper of the Council Fire and meanwhile their own ancient records were preserved along with their language and tribal organization. They were of the Arendharenon Clan, a name meaning "Rock People", probably an euphoniam for "Snakes". This name Arendharenon is conjectured to be the source of the name "Anderdon" now

applied to the township — a white man's modification of the original Indian pronunciation.

The Christian religion was brought to the Wyandots along the Detroit by the Jesuits who ministered to them at churches established especially for them. One of these was first located at or near Bois Blanc Island and later re-established nearer Fort Pontchartrain at a site near the Canadian end of the Ambassador Bridge at Windsor. About 1749 white men became neighbours of the Indians when a tract lying a few miles to the north of Anderdon was granted by the French King to a number of former residents of Detroit. It is significant that a good share of these early grantees were then or later, connected with Indian affairs as traders or interpreters, and some of them had Indian relatives through marriage. The first white settlement became known as Petite Cote or facetiously as "the Misery Side" of the Detroit River as life to the settler was more primitive than the older settlement on the Detroit side of the river. The Petite Cote is now comprised in the present town of LaSalle and the nearby garden district of the township of Sandwich West.

Following the War of the Revolution and the influx of Loyalists the need for more land for settlement arose, and the British Government which still retained the Detroit area instructed the officers of the Indian Department to ascertain the opinions of the Indians respecting a surrender of the lands along the north shore of western Lake Erie. Subsequently, in 1790 at Detroit, a treaty was signed by the Indians of the area surrendering most of the land requested. The Wyandots were among the signatories. However, it specifically reserved for the Wyandots their claim to lands around the Wyandot Mission in Windsor, and the area now known as the township of Anderdon.

In 1796 the British evacuated Detroit and as a result two new towns were established on the Canada side of the Detroit River. One at Sandwich, now a part of Windsor, became the seat of the District Court and local government, and the other 18 miles down river just past Anderdon became the site of the new Fort Malden, while nearby the merchants who had left Detroit settled on a town-site laid out by the Military engineers which became the town of Amherstburg. The former government departments at Detroit were re-established at Malden. These included the Navy Yard, Commissary and Indian Department. One of the first demands was for a road communication across the Indian lands of Anderdon so access to the older settlement at Petite Cote and the new District seat could more readily be obtained. Another demand of the new settlers was for more space for a town-site at Sandwich. So a new treaty was in contemplation. The Indians on their part had complaints. During the building of Fort Malden the soldiers had trespassed on the Indian lands cutting down trees for fuel. To reconcile the settlers and Indians a new treaty was negotiated and signed in 1800 whereby some 1,300 acres of Wyandot lands were surrendered for a sum paid in goods to the value of 300 pounds Quebec currency.

The surrender included most of the "Huron Church" Reserve at Sandwich, together with a strip along the south boundary of Anderdon 500 yards in width (where the soldiers of Fort Malden had cut a few loads of wood) and sixty foot wide strip along the Detroit riverfront across Anderdon for a road. Captain Thomas McKee signed for the King and 19 Indians, representative of the Chiefs and Principal Warriors of the associated Chippewas, Pottawatomies and Wyandots signed on behalf of the Indians. Among the witnesses were 15 whites including the officers then stationed at Fort Malden and the four interpreters — Simon Girty, T. Alex Clarke, Charles Reaume and John Martin.

In the War of 1812 the Anderdon Indian population was increased when many of the Wyandots formerly residing on the Michigan side of the Detroit River were induced by Colonel Mathew Elliott, then head of the British Western Indian Department, and Tecumseh to throw in their lot on the side of the British. This decision was a fateful one for after the battle of Lake Erie when the British fleet was destroyed, the commander at Amherstburg resolved to save what he could and made preparations for a retreat. He was opposed by Indian opinion headed

by that of Tecumseh. However, despite the protests of the Indians the retreat commenced and a few days later the retreating column was overtaken by the troops of Harrison and in the rearguard action Tecumseh was killed. As a result of this defeat the Indian leaders most forward in supporting the British cause were unable to return to their homes in Michigan so Anderdon became the seat of the Wyandot Council Fire.

After the War of 1812 there was a short period of depression followed by a surge of emigration from Great Britain. There developed an agitation for the opening up of the Anderdon Reserve to white settlers. This was resisted by the Indians under the influence of the old war chiefs, but an opposite party grew up which finally prevailed in 1836 and the Anderdon Reserve was ordered to be surveyed into concessions and farm lots. When the surveyors commenced work they were followed up by those in opposition and the survey stakes were pulled up. Finally, the surveyors were escorted by a party of soldiers and the survey was completed.

Meanwhile, the old Chief of the War party journeyed to the Canadian capital then at Quebec to lay his grievance at the foot of the throne through the Governor-General. The influence of the Indian Department was decisive and the old chiefs protest was passed over. Each Wyandot male received a farm lot of 200 acres and others were sold for their benefit. The Chippewas, though non-residents on the Reserve, were given the proceeds of one block for their own use on the representation they had been prior occupants before the coming of the Wyandots.

It was about this time, around 1836, that the old chiefs held their last Council. The old log tepee Council House which stood on the riverfront had already been demolished and the land on which it stood ploughed over, but the Chiefs met in the house of the oldest chief, Splitlog. Here they held their last feast and dance and forever turned their backs against the hope that the old ways could prevail. The Wyandots still residing in Michigan made a partial surrender of their lands in 1836 and the remaining part in 1848. Most of the Wyandots had been removed by the American government to Kansas. Some of the Anderdon Band had gone to Kansas with them taking with them the old wampum belts and parchments. In the 1860's an endeavour was made to recover them and return to Anderdon but most of them were already lost.

The Wyandots by this date had become farmers and most of Anderdon was settled either by Indians or whites, though a few fugitive slaves had also found refuge there. When the Western District Council first met in 1842 Anderdon was represented by its elected Reeve, John Sloan. Sloan had in early life been an officer in the British Navy. He built a home on the Anderdon riverfront which is now the main office of the Brunner Mond Canada Company. For a number of years he leased the Anderdon Stone Quarry from the Indians and stone from that quarry furnished the building material for many buildings in Detroit, Windsor and Amherstburg. The best known is the Mariners' Church in Detroit which was built in 1849. Commencing in 1869 Thomas B. White, a son of Chief White, became Reeve and he was re-elected no less than eighteen terms. He became owner of the Anderdon Quarry and operated it taking out building block stone and stone for burning into lime. The lime kilns were located on the river bank and the channel nearby acquired its name of "the Lime Kiln Crossing" from this fact.

In 1872 the Canada Southern Railroad had reached Detroit from its origin at Niagara Falls. It passed through Anderdon and crossed the Detroit River from its Canadian terminus at Gordon Station into Michigan at Slocum Junction. The first part of the passage was by ferry to Stoney Island, from thence by bridge to Grosse Isle and by a second bridge to the mainland. The building of the railroad and its later operation brought Anderdon an increase in population. A few years later a cut-off was made to Windsor and the Gordon terminus became a Branch line station.

Among the new residents in Anderdon after the coming of the railroad was an element of "roughs and toughs". A small settlement which sprang up around the C. W. Thomas Saw Mill was known as "Hell's Corners" from the type of social life emanating from the tavern located there. On the same road nearer the riverfront was another tavern, the Cottage Tavern, and it added the name "Texas" to this local nomenclature from the number of shootings that occurred there. This name "Texas" was also used as a pen name by Dallas Norvell who lived in the vicinity and who wrote Nature sketches for the Detroit Free Press. The wharf in front of his place was a regular stopping place for the early Detroit River steamers and it too was known as "Texas."

Anderdon contributed a pair of bandits who for some months made headlines in newspapers of the United States and Canada. They were the Biddle brothers, sons of a respectable Anderdon family. From a few minor escapades locally they moved the scene of their operations to the United States, culminating in the shooting of a grocery man during a burglary. Captured and jailed in Pittsburg, the handsome and debonaire bandits made love to the jailer's wife so effectively she provided the means of their escape and eloped with them. They were pursued and in a gun battle they were wounded and re-captured. The public excitement was intense and promoters capitalized on the feeling and a number of books and plays were written with the Biddle "Boys" as the central figures.

In the Sport's world Anderdon provided a number of well-known personalities: one of the best-recalled was "Nig" Clark, the long time pitcher of the Cleveland Indians. It is said the name "Indians" was first bestowed on the club because Clark was a descendant of the Anderdon Wyandot Indians.

The prosperity of present-day Anderdon dates from the construction of the Brunner Mond Canada Company plant for the manufacture of soda ash and allied products in 1918. The basic supplies of salt and lime stone required in the Solvay Process are underlying Anderdon in abundant amounts and the final product is itself so widely used in other industries that the plant operates continuously, night and day, the year round. Nearby other plants are located that make use of the basic soda ash in their own processing — calcium chloride and baking soda plants.

Politics have always been a feature of Anderdon's civic life. Probably no other township exhibits such a keen and careful scrutiny over its elected representatives. Anderdon elections have often featured brawls and contestants for civic honors in the past sometimes had to literally fight their way to victory.

Anderdon of the present is a township of homeowners. The built-up areas near Amherstburg are the Duff sub-divisions and Brunner Avenue on the site of the old Fraserville, while further north along the river bank is the beautiful Edgewater district. Sharing with adjacent townships Anderdon has on the north the Canard Church settlement and on the east boundary the village of McGregor. The people are of all races but the old French families prevail as the solid core of past and present growth. Over the past fifty years quite a large number of Italians have settled in the Anderdon Quarry district. Several fine new schools have been erected in recent years so the children are well served. More and more city-dwellers are making their homes in Anderdon to take advantage of its low taxes, country life and river scenery, as evidenced by the many fine homes built in Anderdon in recent years. Anderdon is **a** good place to live. 1957

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The Origins and Settlement of Some Early Essex County Families

Among the counties of Ontario, Essex was first to be settled. The origins of the settlers was most varied, so on a reduced scale like many places elsewhere, Essex County is a "melting pot of nationalities". The facts of geography and history have made it so.

The first settlement in the area was that which grew around Fort Pontchartrain — the Detroit settlement. Fort Pontchartrain was a French fort and owed its being to the economics of the fur trade. It is true other interests were represented in the development of Detroit. The influence of the Church was always strong at the French court so we find the church was co-existent with the fort, and thus the Indians of the region early received the ministrations of the missionary fathers. The location of the Missions had a bearing on the pattern of settlement in Essex.

The French regime on the Detroit covered the span of years from 1701 to 1760 and, as was to be expected, all the early settlers were French. They were drawn almost entirely from two groups. The first group were former soldiers, both officers and men who were disbanded or received their discharges at Detroit and remained to become farmers, minor officials, craftsmen and merchants. The other group were participants in the fur trade. They were the canoe men engaged in the carrying trade between Montreal and Detroit and the more venturesome men who penetrated the Indian country trading for furs. Most of those in the fur trade were natives of Canada with former homes along the St. Lawrence, while the former soldiers were for the most part directly from Old France. Both groups were to contribute to the settlement of Essex County.

The town of Detroit was palisaded and its buildings clustered closely around the fort, with the spire of St. Anne's church visible for miles up and down the river. The site was about the location of the present Federal building in downtown Detroit. The farms of the Detroit settlement were at first all on what is now the United States side of the Detroit River. Each farm had a frontage on the water and a depth of several miles back from the river into the forest. Commencing in 1734 the owners were granted the farms in perpetuity in return for annual token payments in grain. In a few years the farms extended along the shore up to Lake St. Clair and on the other side of the Fort down the Detroit as far as the Pottawatomie villages near the mouth of the Rouge River.

About 1747 permanent settlement began on the present Canadian side of the river and we enter on the actual settlement of what became Essex County. This came about from the fact that the farms on the Detroit side were becoming too distant from the town and the protection of the Fort. The nearest available land was used and this was that near Turkey Creek. The new settlement's location was governed by the location of the Indian settlements above and below. Lower down the river in what was later the townships of Anderdon and Malden were lands occupied by the Wyandots or "Hurons" with the Mission of Bois Blanc as a center opposite the

island of the same name, while above near the present east side of Windsor was a village of the Ottawas. Just about this time the Mission of Bois Blanc was temporarily abandoned to be re-established at what was later the town of Sandwich. This was on account of the passage through the Detroit of bands of pagan Indians who annoyed the Christian Indians of the Mission. The Sandwich location of the Mission was, of course, nearer the Fort at Detroit and safer from attack on that account. A year or two later the Indians returned to the old Mission site only to again abandon it and make permanent the location at Sandwich. The Mission at Sandwich became the nucleus of the present parish of Assumption.

Officially, the new settlement near Turkey Creek became known as the Petite Cote in reference to its lesser extent of coast as compared with that on the Detroit side, Petite Cote being on the inside of the curve of the Detroit River. This name endured until recent years when two other names emerged, that of LaSalle and Ojibway, towns which grew out of the old settlement. Ojibway is, it appears, to disappear as three adjoining municipalities are at the present contending for its annexation.

Here in Petite Cote the first road in Ontario was laid out. It is now over 200 years old and is designated King's Highway No. 18. The first settlers along its length were the ancestors of many who today farm and garden on the original homesteads. Other descendants dwell elsewhere in the county. The names of these first settlers are familiar on both sides of the river - we have these listed, BEAUDOIN, CAMPEAU, CHENE, CHAMPAGNE, LAJEUNESSE, MELOCHE, MORAND, MARENTETTE, REAUME, PILLETTE, SEGUIN, ST. AUBIN and TREMBLEY.

When the river frontage in the Petite Cote settlement was taken up, settlement proceeded above the Huron Church at Old Sandwich towards Lake St. Clair. This newer settlement was generally referred to as the Assumption settlement and was on land ceded by the Ottawas to Baron Longueil and confirmed to the owners by a grant from the French Crown. The first settlers appear to have been JACQUES PARENT, LAURENT PARENT, CLAUDE REAUME, JOHN B. LEDUC and JOHN B. OUELLETTE.

By 1790, we find many other family names still familiar as residents along the Detroit River and Lake St. Clair - ANTAYA, BARRON, BEAUDOIN, BELANGER, BELPERCHE, BENITEAU, BERTHIAUME, BERTRAND, BEZAIRE, CHARRON, BISSONETTE, COTE, DELISLE, DESROSIER, DROUILLARD, DUMOUCHELLE, GAMELIN, GOYEAU, HEBERT, JANISSE, LABADIE, LABELLAN, LADORE, LAMARSH, LANGLOIS, LESPERANCE, MAILLOUX, MAISONVILLE, NANTAIS, NADEAU, PARE, PELTIER, RENAUD, SEGUIN, SOUILLIER. THIBAULT, TOURNEAU, TOUSSAINT and TRUDELLE.

Doubtless the ancestors of still others were then resident in the county for we find by examining old accounts that in 1808 the following French families are named: AMELLE, BABY, BASTIEN, BAUMIER, BELCOURT, BEAUSOLEIL, BELAIR, BENOIT, BERGERON. BERNARD, BONDY, BOUFFARD. CARON, CHAPUT. CLOUTIER, DEQUINDRE, DESNOYER, D'HETRE, DUBOIS, DUCHARME, DUFOUR, DUPUIS, FORTIER, GUILBAULT, GOUIN, GIRARD, GIGNAC. HUNEAULT, JEANETTE, JANISSE, JOLI, LAFERTE. LAFRAMBOISE, LAFONTAINE, LAMIRANDE, LEDUC. LEMAY. MARTIN, MARCOTTE, MAIVILLE, MENARD, MENY. MONFORTON, NAVARRE, PAJOT, PLANT, PINAUD, PIQUETTE, POUGET, PRATT, PRIMEAU, RIOPELLE, ROBIDOUX, ROCHELEAU. ROY (KING). ST. ANTOINE. ST. DENIS. ST. LOUIS, ST. MARTIN. ST. ONGE, SEMANDE, TELLIER, TROTIER and VIGNEAUX.

It will be recognized that many of these names were once found on the Detroit side, but if less prominent there now it is only because they have remained to become but a small fraction in the present huge population of the city of Detroit. In Essex County it is different. F. X. Chauvin is the authority for the statement that there are 30,000 French-speaking persons in the county, and that the population of French extraction is at an all time peak.

An interesting element in the racial origins of Essex County is that derived from the native Indian. In the 1700's many men of the before-mentioned French families, particularly those who came early or were engaged in the fur trade, married Indian women and these daughters of the forest contributed not a little to present-day blood lines. The registers of old St. Anne's at Detroit record a number of these marriages with the bride's name and identification being shown simply as, for example, "Mary Catherine, a savage". Thus it happens that there are those in Essex County who can trace to a Pottawatomie, Ojibway, Ottawa or Wyandot ancestry.

This practical recognition of the equality of races was of considerable advantage to a trader in obtaining favour with the Indians, and the off-spring of these early union were, in later years, a factor in the pacification of the Indian country back of Detroit, — the trading area covered by the present states of Michigan, Ohio, Indiana, Illinois and Wisconsin. From this mixture of French and Indian came most of the Interpreters and the minor officials of the Indian Departments successively operated by France, Great Britain and the United States in that region. They were the guides of the later explorers and the history of the mid-west is sprinkled with their names and exploits. Thus, along the Wabash, the Wisconsin, the Missouri and further afield in Oregon and California one can find family connections with Essex County families, descendants of a common ancestor in the fur trading days.

Though the French regime came to an end in 1760 when the Fort and settlements of Detroit were surrendered to Major Rogers, the first British commandant at Detroit, the English- speaking element in Essex County's population did not become a factor until after the close of the American Revolution in 1784. At that time the present township of Malden began its permanent settlement. The first settlers were from a group composed of formers officers and men in the British Indian Department who have been active partisan leaders of the Indians and Loyalists against the Continentals on the frontiers of New York, Pennsylvania and Virginia.

The Indian Department group was headed by Colonel Alexander McKee, who had been at one period the Indian Department Agent at Fort Pitt and later, during the latter part of the Revolution, Superintendent at Detroit. Associated with him in the Malden purchase were three other former residents in the vicinity of Fort Pitt — Captain Mathew Elliott, Captain William Caldwell and Simon Girty, Interpreter, together with a Detroit group who also had been in service under the Indian Department — Captain Joncaire, Adhemar St. Martin, Duperon Baby, Isadore Chene, Captain La Mothe and Captain Charles Reaume.

The land was obtained by private treaty with the local Indians, Ottawas, Pottawatomies, Chippewas, Wyandots. The government had not as yet acquired the cession of the Indian lands and as a matter of policy did not recognize such Indian deeds, but the Civil Governor at Detroit, John (Jehu) Hay, acquiesced in the purchase and cut himself in on the deal by instructing the surveyor, Philip Frey, when laying out the frontages to *serve* for Hay and Sir John Johnson, farms of four arpent frontage. Sir John Johnson was then the Superintendent- General of the Indian Department and this reservation for his benefit was no doubt to secure his influence with the authorities at Quebec. In the end this plan must have been successful for when the lands on the north shore of Lake Erie west of Kettle Creek were acquired by treaty with the Indians made at Detroit in 1790, the Indian Department officers were not disturbed in possession. William and James Caldwell, sons of Colonel William Caldwell, later received by government grant a tract of marsh lands on either side of the Big Creek and comprising 3,050

acres, and this is the "Caldwell Grant" that is still shown on the assessor's rolls.

However, the first great inflow of settlers into Essex County after the Revolution were disbanded soldiers, mostly from Butler's Rangers, together with a few civilian Loyalists who had been dispossessed of their property by the successful American and had come to Detroit as refugees. Rations were issued to them by the Commissary at Fort Lernoult at Detroit, and they with their families were quartered on Belle Isle, except for the few who found employment among the shops or on the farms of the Detroit settlements.

Here they remained until the land the Government had promised to Loyalists was forthcoming. Each Loyalist, head of a family and each son and daughter when they attained the age of 21 or married, was entitled to 200 acres of land, and the privilege, now treasured by their descendants, of employing the letters "U.E." after their names "to indicate their adherence to the principle of "Unity of Empire".

As the Loyalists straggled in from the east, the Detroit commandant of the time furnished each arrival with a "location ticket" consecutively numbered, but these tickets were practically valueless until surveys of unoccupied lands were made. To assist in the settlement of the Loyalists, a Land Board was set up at Detroit to examine the Loyalist claims and to allocate the lots they were entitled to on the strength of the "location tickets" presented. It was early determined that the Loyalists would be settled on what is now the Canadian side of the river, in anticipation of the time when the British-held military Posts on the south of the Great Lakes would have to be surrendered. There were many delays, — the cession by the Indians had to precede the survey, the survey itself took time and so, some hundreds became weary and returned to the States. A petition forwarded from Detroit to Quebec in 1791 stated 100 able young men had left. In the end however, the Land Board, before it was dissolved in 1794, succeeded in locating several hundred along the Thames River in Kent County and in the "two Connected Townships" now the townships of Gosfield and Colchester in Essex County. It is with the last-mentioned we have now to deal.

Surveyor Patrick McNiff located in his first survey in 1791, 97 lots fronting on Lake Erie commencing at "a certain small creek" and thence westward to the Indian Department officers' lands, and in a later survey 15 additional lots eastward of the first survey. The present Division Street in Kingsville marks the boundary between the two surveys. Here along Lake Erie our Essex County Loyalists at last found a resting place. At first there was considerable trading and selling of locations but by the time the War of 1812 came along the settlement was stabilized.

From old Militia Paylists is compiled a record of families still represented by descendants in that general area today whose ancestors were serving in the militia in 1813. — ARMSTRONG, AUGUSTINE, BALDWIN, BORING, BRUSH, BRUNER, BUTLER, DOWLER. ELLIOTT, FERRISS, FOX, FULMER, GIRTY, HALSTEAD, HUFFMAN, ILER. KLINGSMITH (SMITH), KNAPP, LEVERGOOD, LITTLE, LOCKHART, LYPPS, MALOTTE. McCORMICK, McLEAN. MICKLE, MUNGER, NEVILLE, QUICK, ROACH, SCRATCH, SHAY, STEWARD, STOCKWELL, TOFFLEMIRE, ULCH, WIGLE, WILKINSON, WILLIAMS, WHITTLE, WRIGHT and YOUNG. Other early Loyalists families long resident in South Essex are the ARNERS, ARNOLDS, JULIANS and LOOPS. In later years other Loyalist families came into Essex from prior locations further east so the list of families of Loyalist descendants is now a long one.

The first towns in Essex County were Amherstburg and Sandwich, established in 1796 when the British had to give up Detroit by the terms of the Jay Treaty signed in 1794. Amherstburg grew as a garrison town just below Fort Malden which was established to replace Fort Lernoult at Detroit. The Fort and town were built opposite Bois Blanc Island on a plot sandwiched between the unceded land of the Wyandots to the north, the "Huron Reserve", and the Indian Department officers' lands to the south. Sandwich grew around the Court

House and Gaol established on the south shore opposite their former situation in Detroit. Both towns received among their early settlers those merchants of Detroit who chose to remain British subjects and left that place in consequence. Other early residents included craftsmen, tradesmen, shopkeepers, inn-keepers and labourers both from Detroit and the eastern colonies who as Loyalists drew town lots in preference to farms.

In Amherstburg we have descendants today of the following lot-holders of 1799, — BARRON, BERTRAND, BOTSFORD, BOYLE, CORNWALL, DROUILLARD, GIRARD, LABELLAN (BENITEAU), MARTIN, MICKLE, POUGET and REAUME. Principally in Windsor are a number of families descended from other Detroit Loyalists, among them descendants of the ASKIN, BABY, McKEE, REYNOLDS and GRANT families.

The next large group of population came from the extension of the Talbot settlement along the Talbot Road which in Essex County commenced about 1820. Most of Colonel Talbot's emigration efforts were further east in Elgin and Kent counties and as long as he lived he personally examined every applicant for land to ascertain their lack of sympathy for republican institutions. He had a horror of the United States and Americans, consequently nearly all the Talbot settlers were from Great Britain and Ireland, though some came in from eastern Ontario, Quebec, New Brunswick and Nova Scotia. The survey of the Talbot Road in Essex County followed the high land back from the shore of Lake Erie and then diagonally across the county towards old Sandwich. Originally this had been the old Indian trail and is now Provincial Highway No. 3. Among the families along the Talbot Road were found the following, — HAIRSINE, HICKSON, WIGFIELD, SETTERINGTON, IMESON, COLLISON, COULTIS, RYAL, ORTON, UPCOTT, BILLING, McCREERY, THORNTON, HOPGOOD, AMBRIDGE, McGAW and TRUAX.

In 1828 another road was surveyed through the county. This was midway between the Talbot settlement and Lake St. Clair and from its location came to be known as the Middle Road and now Highway No. 98. The settlers along its length were largely emigrants from the Old Country. In the 1840's successive crop failures in Ireland caused a heavy migration from that country and Essex County received its share. Along the Middle Road and up toward Lake St. Clair the "Irish Settlement" grew and there we find the families of O'CONNOR, BYRNES, MAHONEY, O'NEIL, McCARTHY, HALFORD. SCULLY, O'CALLAGHAN, FARREL, FARROW, SHANAHAN, TRACEY, GALLAGHER, COSTIGAN, MULLENS and other good Irish names. The village of Maidstone was the center of the Irish community.

Further east on the Middle Road was a small colony of Germans developed around the nucleus of the families of KNISTER, KLIES and HEDRICKS. They were political refugees from the disturbances in Germany over the attempts to liberalize and set up constitutional government in the German states.

Along the lake shore between the Puce and Pike Creeks was what was called the "Scotch Colony" from the preponderance of families of that race in the area. The best known of these families are the WALLACES. PATTILOS and MARTINDALES.

Now we are to speak of a group that came to Canada as social refugees — the Fugitive Slaves from the southern United States. From Essex County's location projecting far down into the States it was the easiest point to reach for a slave escaping from Kentucky or Virginia. In the 1840's this movement, which had gone on since 1820, increased in volume and from lists at the Fort Malden Museum it is certain some townships in Essex County had hundreds of coloured residents, and in some they constituted a majority, as in Colchester. In the townships of Malden, Anderdon, Sandwich and Maidstone, and in the towns of Amherstburg and Sandwich there were concentrations of former slaves. In the country a number of the settlements had such picturesque names as Gilgal, Pleasant Valley, Mount Pleasant, New Canaan, Haiti and Marble Village.

The slaves were sometimes assisted in their escape by agents of anti-slavery societies and upon their arrival at Amherstburg or Sandwich, they would be outfitted with fresh clothing and provided with rations until they could fend for themselves. A warehouse or depot for that special purpose was maintained in Amherstburg by a philanthropic society from the eastern States. A list of their names sounds like calling the roll of the Southern aristocracy for among them were the names of WASHINGTON, RANDOLPH, FAIRFAX, LEE, HARRISON and so on. In Essex County the fugitives became small farmers, craftsmen, traders, shopkeepers, labourers and sailors. As time passed many descendants of the fugitives went to the States so that now there are comparatively few in Essex County, and those few largely residing in three communities of Harrow, Amherstburg and Windsor.

In the next few decades the "back concessions" filled with settlers. Many of the settlers were descendants of earlier residents in the county and the balance were drawn from emigrants from Great Britain, Ireland and the United States. At this time began a movement from Essex County directed to the western States and the Northwest which movement at times was substantial, but never to the extent as experienced by some other sections of Ontario where whole populations removed from some sections.

In 1854 the Great Western Railway connected the Detroit frontier with the east and Essex County was fairly entered on its modern days. Windsor, which had grown from a small cluster of buildings around the ferry landing opposite Detroit, became the terminal and forged ahead of all the other urban centers in the County. By that date Leamington, Kingsville and Harrow had made enduring starts. Essex, the town, was still in the forest not to emerge until the Canada Southern was constructed in 1872, while other places, then respectable villages, have disappeared.

Here we will leave the subject. All honour to them "who hewed and endured", who living in the close confines of Essex County harmoniously mingled despite varied origins of race, religion and cultures. On their efforts and with their blood still flowing in Essex County veins, succeeding generations have a solid base for continuing prosperity. No Date

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Education on the Detroit Frontier

The settlement on the Detroit River was an isolated one in the 18th century. It had its origin in 1701 in the fur trade when Antoine Laumet de La Mothe Cadillac established Fort Ponchartrain on the present site of Detroit. Detroit's "neighbour" was Michilmacinac, a tiring five days voyage to the north while Montreal to the east was three times more distant.

Villages of three nations of Indians, the Pottawatomies, Ottawas and Chippewas were in the area when Cadillac came and were soon joined by a large band of Hurons who were settled at first near the new fort. These Hurons were descendants of the Huron who had escaped from the Georgian Bay area in 1648 when the Iroquois had nearly decimated that nation. They had spent two generations at various sites in Wisconsin and Upper Michigan before coming to Detroit.

Europeans were few until after 1730. The records of St. Anne's Church, Detroit, show that in the first twenty years there were only ten marriages and twenty-eight burials. Baptisms numbered 183, however nearly all were of Indians and many of them baptisms of adult Indians. It is evident that few children except those of Indians were to be found.

On coming to Detroit, Cadillac had left his eldest daughter behind at a convent in Quebec to be educated. Cadillac was himself well-educated as can be deducted from the reports he made to the French Court and his conduct of his controversies with government officials. Cadillac's other children at Detroit with him, were presumably taught in his own house either by Madame Cadillac who was convent-educated or by himself.

Commencing in 1728 the Catholic Church established a Mission to the Hurons congregated at Detroit under Reverend de la Richardie. Classes by catechists were regularly carried on, necessarily by rote. About 1742 the Mission was removed from Detroit and re-established 18 miles lower down the Detroit River near the present site of Amherstburg. The classes in religious instruction were continued and this is almost certainly the first instance of organized instruction on the Canadian side of the Detroit.

In 1748, owing to the Indian disturbances in the Ohio country, the Mission was again moved, this time nearer the protection of the fort at Detroit at a village of the Hurons opposite Detroit. In 1762 the parish of St. Anne was divided and the Mission to the Hurons was erected into the parish of Assumption, now the oldest parish in the Province of Ontario.

Reverend Father Potier, the second priest of the Huron Mission, compiled a manuscript of the Huron language combining features of a dictionary, grammar and geography. This was first published as a Report of the Ontario Archives for 1918-19 a century and a half after the text was written.

The French regime came to an end on the Detroit in 1760 when Major Rogers arrived from Montreal to take over for the British. The British were to hold the post at Detroit for 36 years

until they in turn lost control of what had become American territory.

During the British regime there is increasing mention of education on the Detroit frontier. From about 1730 some seven or eight miles of river frontage on either side of the Fort had been occupied by settlers and in 1747 the opposite shore on what is now the Canadian side began to be settled. Soon after the close of the Pontiac Conspiracy troubles in 1763 "English" merchants came from Albany to engage in the fur trade. During the Revolution the Albany middlemen transferred their operations to Montreal.

Illiteracy was the general condition. A study of the Marriage Register of Assumption Church as it appears in Appendix VI of the WINDSOR BORDER REGION for the period from 1760 to 1781 shows that only 79, contracting parties and witnesses, out of 183 named therein, could sign their names.

The first lay teachers on the Canadian side of the Detroit River were the Misses Adhemar and Papineau who succeeded in establishing a boarding and day school in a building provided by Father Dufaux next to the Assumption Church. Miss Adhemar was a granddaughter of Robert Navarre (1709-1791). Navarre had come to Detroit in 1734 with the appointment of Sub-Intendant and had full charge of all civil matters at that place until the end of the French rule. Under the British he was continued in those offices and capacities he had been exercising not inconsistent with the new regime.

The instruction in the school was in French though two of the boarders were daughters of a Scottish merchant of Detroit, William Macomb. All those scholars were girls, Father Dufaux teaching twelve boys in another apartment. Finances were precarious as only three girls were able to pay the full fee of two pounds per month, "some paid what they could" and some paid nothing.

The next school of record was the first Protestant school on the Canadian side conducted for just one year about 1790-91 on the McKee farm just below present Amherstburg. This was conducted by the Moravian missionaries who had removed from Ohio in consequence to the border wars between the Indians and the advancing American settlers. Most of the scholars were Indian children (Delawares) of the Mission but a few children of the white settlers in the neighbourhood also attended. A few instances of drunkenness and bad behaviour among the Mission Indians induced the Moravian pastors to move the Mission site further from the fleshpots of Detroit. The new site, 70 miles east of Detroit, saw the school re-established on the banks of the Thames River where it was the first school in present Kent County.

When the British evacuated Detroit in 1796 the government installations were divided. The purely military, the garrison. Navy Yard, Commissary and Indian Department were moved down river to the "New Post at the Mouth of the River" opposite Bois Blanc Island, while the civil aspects of government were moved directly across the river to the parish of Assumption. At Assumption a Court House, Gaol and Registry Office were provided.

The "New Post" in 1797 was named "Amherstburg" and the town site at Assumption became "Sandwich". Among the cares of the commanding officer at Amherstburg was the task of allotting building sites to the Loyalists who chose to leave Detroit and one lot was set aside for school purposes. This was Lot 16 on Second Street, present Ramsay Street, 60 feet wide and 120 feet deep. It is uncertain that a school was actually built on this lot as in later years mention of schools in Amherstburg is always in reference to private schools kept in the teacher's residence.

One of the early teachers in the Detroit, Sandwich and Amherstburg area was John Goffe. Another was Mathew Donavon. He was a native of Ireland and had found his way to Detroit by way of Boston where some of his family were born. At Detroit he was a tutor in the family of John Askin, merchant, until dismissed for drunkenness. His daughters became the wives of merchants engaged in the fur trade at Amherstburg. Elizabeth married Jonathan Nelson;

Margaret married Robert Innis of the firm of Innis and Grant; while Sarah became the wife of Mathew Elliott who headed the Western Indian Department at Amherstburg. Mathew Donavon died in Amherstburg July 1809.

Mrs. Racicot who had come to Amherstburg as a Loyalist from Detroit taught a "dame's school". Her peculiarity was that she insisted that boys learn knitting as well as the girls she taught. Her residence in Detroit in 1789 was appropriated for the first Court Room when Judge Dummer Powell was appointed. She continued to teach until she was well along in her 80's.

In the 1790's the Loyalists who had congregated at Detroit were accommodated by land grants along the Thames River in Kent County and in "the Two Connected Townships" the present Colchester and Gosfield townships along the Lake Erie shore below Amherstburg. Among them were some families from Pennsylvania who were of German ancestry. The first school teacher to settle among them was an Irishman named McMurray. He had come to Detroit in 1796 in the army of General "Mad Anthony" Wayne. He was of limited education but was destined to teach for 54 years. In the 1840's when a system of examining the qualifications of teachers came into effect he was called before the Board of Examiners and he informed them that he had but a common English education and was unable to answer their question concerning grammar! Nevertheless, he was granted a certificate and he continued to teach until a sprinkling of pupils of the fourth generation began to appear in his classes. He had remained a bachelor until the age of 75 when he married, his wife being 65. He died at the age of 87 in 1854 beloved and respected.

One enduring result of "Master" McMurray's career was his insistence that the surnames of his German pupils be anglicized. As a result, "Kratz" became "Scratch", "Weigele" was transformed into "Wigle", Stoffelmeyer" became "Tofflemire", "Fuchs" to "Fox" and so forth.

The first attempt at higher education along the Detroit frontier was the construction at Sandwich in 1808 of an Academy which from the name of its first teacher became known as "Pringle's Academy". It was both a boarding and day school and apparently attended by boys only. The contractors were the McGregor brothers of Sandwich and Amherstburg. They had wide-spread connections in the fur trade in the Wabash valley and among the boarders at Pringle's school was young DeRicherville, grandson of Little Turtle the Miami chief. The site of the school is now that of Brock Public School in Windsor opposite St. John's Church. During the War of 1812 Sandwich was twice occupied by American troops and the Academy and church were used as stables by the invaders. Pringle was made prize-master when the British captured Detroit in 1812 and when the fortunes of war changed he accompanied the troops on the retreat. He settled his accounts as prize-master from Kingston after the war and his subsequent career was in that area.

The building of the Academy at Sandwich spurred Detroit into making an attempt to do likewise. The town of Detroit had attracted quite a number of new residents from the eastern states following the American assumption of the area in 1796. In 1805 a fire completely destroyed the old French town and the authorities took advantage of the opportunity to lay out a much enlarged and imaginative city plan. All the holders of lots in the old French town were accommodated with donation lots in the new town plan and the fire hardly interrupted the growth. Father Gabriel Richard took the lead in advocating that an institution of higher learning be provided on the American side of the river. Richard had introduced the first printing press to Detroit and had published its first newspaper. However, this advocacy was premature and it was not until after the War of 1812 that the idea was revived. Then, in company with the Reverend Monteith, a Presbyterian minister and graduate of Princeton, they jointly laid plans for a University. Some funds that had been donated by Montreal and Michilmacinac citizens for the sufferers of the fire in 1805 which had never been applied to that use were now given to

the two clergymen and a lot was purchased and a school of sorts commenced. While this first attempt at higher education was unsuccessful, it was the base from which, two or three years later, the present University of Michigan began its rise.

Detroit elementary education at this stage consisted of five or six schools of which the French school was much the largest. French continued as the language of instruction at Detroit and Monroe until the 1830's when English became compulsory.

The Academy at Sandwich languished for want of scholars. Its instruction was in English and it lay in what was essentially a French-speaking community. In the Rebellion of 1837 it was used by the troops as a "strong place" and a row of pickets 12 feet high placed around the perimeter of the school yard to make it defensible. Quite often the Master of the Academy was the incumbent of the adjoining St. John's Anglican Church. In one case the Master was a teacher first. This was William Johnson who came to Amherstburg in 1828 from the West Indies with a detachment of troops stationed at the Fort. He became the teacher of the Grammar School at Sandwich and then was ordained to the ministry. He remained Rector at Sandwich until his death in 1840.

The Detroit frontier after the War of 1812 saw an ever-increasing flow of fugitives from slavery. Most of the American troops who had served on the frontier during the War of 1812 were from Kentucky and some of the officer's servants upon their return spread the word that freedom was possible if the negro could find his way to Canada. Upper Canada had provided for the abolition of its slaves in 1793 and the five states carved from the Northwest Territories had entered the Union as free States. Some of the wealthier French families along the Detroit had been slave-owners, and some of the Detroit fur merchants dealt in a small way in slaves. The largest slave-holder along the Detroit was Mathew Elliott who had some sixty slaves mostly acquired as trophies of war during the Revolution.

By the mid-1830's anti-slavery societies and relief organizations had commenced their work along the frontier. In Detroit when its "Common School" system was adopted about 1840, Section 7 was devoted exclusively to schools for coloured children, the sons and daughters of fugitives. This Section embraced the whole are of the city and its boundaries overlay the other six sections. In 1857 Detroit abandoned the idea of separating the coloured children and from that time no distinction on account of colour has been made.

On the Canadian side of the Detroit River several societies and philanthropists were endeavouring to provide education for the coloured children who were in most cases unable to pay the monthly fees the existing schools charged and so were denied the advantages of schooling. In the township of Anderdon adjoining Amherstburg such a situation existed. John Sloan and Rowland Wingfield both interested in social reform supported a small private school on the Sloan farm attended by both whites and blacks.

Another resident of Anderdon, James Dougall, in 1840 built a small school on the Amherstburg waterfront which was attended by both whites and negroes. In this effort he was supported by his brother, John Dougall of Montreal. John Dougall was the publisher of the MONTREAL WITNESS a weekly newspaper of advanced social views. The teacher of the school was their nephew, Robert Peden, who was brought out from Scotland especially for this task.

Meanwhile, a reaction to the presence of coloured children in some of the schools resulted in providing separate accommodations and when the Province brought in the Act providing for Common Schools, provision was made for separate schools. Oddly enough, the original idea behind separate schools was lost sight of when separate schools became schools divided on religious or denominational lines. In Amherstburg (and Windsor) the one School Board administered three sets of schools — Catholic. Coloured and Public. Anderdon for a time had a separate Protestant school. The separate school building for coloured children endured up to

1912 in Amherstburg but for many years before that date its abolition had been agitated. The adoption of an Area School District and the building of a central school in Harrow in 1965 brought to an end the last school in Colchester township attended exclusively by coloured pupils.

The Grammar School at Sandwich referred to earlier closed down at Sandwich and reopened at Windsor three miles away. Windsor in 1854 became the Detroit River terminus of the Great Western Railway and in consequence had a rapid increase in population. Amherstburg lost population to Windsor and an attempt in 1857 to start a Grammar School failed. Instead, Amherstburg parents who could afford the extra costs would send their sons to the Caradox Academy near London, or to Oberlin in Ohio. Oberlin could be reached overnight from Amherstburg by steamboat to Cleveland and a short ride on "the cars" to the college.

The first college on the Canadian side of the Detroit frontier was Assumption College at Sandwich. It commenced in 1857 under the sponsorship of the Jesuits, but in 1870 became a college taught by the Basilians. From this location on the border it has always had many American students on its roster. For some time it was affiliated with the University of Western Ontario but was given University status itself in 1953. In 1954 Essex College was organized as a non-denominational institution to teach pure and applied science and it became an affiliate of Assumption University in 1956. Canterbury College was organized as an Anglican arts college affiliated in 1957, the first such affiliation with a Catholic university anywhere. The Faculty of Theology had been organized in 1959 with Holy Names College and Holy Redeemer College as supporters. In 1963 the name was changed to the University of Windsor with operations non-denominational. Father E. C. LeBel who had been President of Assumption University became the first President and Vice-Chancellor of the new university. The campus of the University of Windsor lays within the bounds occupied by the Hurons in 1748 in which Assumption had its beginning.

On the present American side of the Detroit River the two major universities are the University of Detroit, operated by the Jesuits, and Wayne State University, sponsored by Wayne County. The University of Michigan which commenced at Detroit was moved to Ann Arbor some years before the Civil War.

The Detroit River frontier has still a large French-speaking population. However, most are bi-lingual. The bi-lingual schools are fewer than fifty years ago and the Sandwich Model School which once prepared teachers for service in such schools had been closed for a generation. Its functions are now supplied by the University of Ottawa, though Windsor is now the seat of a large Teachers College. The need for bi-lingual instruction is still present as there is a steady movement of French-speaking persons into the Windsor area from Northern Ontario, Quebec and New Brunswick. Ecorse on the American side of the Detroit is the only area with a concentration of French-speaking persons near Detroit. However, the whole of Detroit's business leaders and society is based on its stratum of old French families. Non-use of the language has not abated the French influence.

This brief review has shown education as a response to the environment spanning 250 years on the Detroit frontier progressing from the natural lore of the aborigine to the sophistication of a modern university. There has been but little mention of those who kept the machine going, the devoted teachers whose accumulations of teaching effort number centuries. 1965

26

Amherstburg's Past Hundred Years

Historic Amherstburg, now more than a century and a half old, is a busy junior metropolis on the lower Detroit River. Its situation is a delight to the eye. Here the Detroit River is studded with islands, and opposite Bois Blanc some far-seeing military engineer chose a site for a fort in the last decade of the eighteenth century, providing against the day when the British would surrender Detroit to the authority of Congress.

In 1796 the transfer of authority was made and Fort Malden came into being. Soon a town sprang up, south of the fort and it was named Amherstburg, for Jeffrey, Lord Amherst, former commander-in-chief of the British forces in North America. For more than sixty years Amherstburg was a garrison town, its prosperity largely dependent on the activities of the Military and the Indian Department.

In 1851 the Imperial troops were removed, and the garrison was replaced by a force of "Enrolled Pensioners". The Pensioners were veterans who had served out their enlistment of 21 years either in the Imperial or the East India Company's armies, and had elected to enroll in the Pensioner scheme — an auxiliary force raised for garrison duties.

As veterans, most of the Pensioners were men of family, and their wives and children were brought to Amherstburg from the old country with them. Cork was the last port touched at before crossing the Atlantic, for many of the Pensioners were natives of Ireland.

At Amherstburg, after a brief season of camping on the parade ground of Fort Malden, the Pensioner families were accommodated in the cottages built for them, on part of the Military Reserve, the portion east of the old road to Sandwich. Some of these cottages, now a century old, are still occupied.

Each month eight of the Pensioners were chosen to stand guard over Fort Malden, and received pay for their services. The remainder of the Pensioners could follow whatever occupation they chose, and were recipients of a pension of a shilling a day. This state of affairs continued until 1859 when Fort Malden was dis-established as a Military Post. The Pensioners remained, and their quarterly frolics which followed pension pay-day were long a feature of the town.

Another very interesting segment of the Amherstburg citizenry was furnished by the fugitive slaves. In the years before the Civil War in the United States when slavery existed in the southern states many slaves sought freedom by fleeing to British territory. Amherstburg was the nearest British town to Kentucky and the States beyond, so that many thousands who fled to Canada entered into freedom at that point. At the height of the movement in the 1850's quite a number of philanthropic organizations had representatives at Amherstburg to assist the fugitives — furnishing teachers and religious leaders, and funds for land settlement schemes.

In the 1850's Amherstburg was a growing town. It was an important port in the Great Lakes, and had direct service by steam-boat to Montreal by locally-owned vessel "Earl Cathcart". Pork, wheat, corn, rye, tobacco, potash, whiskey, walnut and oak were articles shipped by the Amherstburg merchants. The season of open water on the Lakes was a busy one for Amherstburg sailors and dock owners, but in the winter all was stagnation. For a number of years a railroad had been advocated to avoid the winter slump in communication, and finally a charter was secured for a railroad from Detroit to Niagara frontiers. However, a rival organization was also successful in obtaining charter, and when funds were obtained, a railroad was constructed with its Detroit river terminal at Windsor, and its eastern connection at Montreal. This was the Great Western which reached Windsor in 1854, quickly raising the village to town status. Many persons moved to Windsor from Amherstburg to take advantage of the new facilities offered by the railroad, persons Amherstburg could ill-afford to lose, if one is to judge by their subsequent honorable and profitable careers in Windsor.

Amherstburg again moved ahead in population and prosperity when the buildings and former Fort Malden were acquired by the Province of Canada from the Imperial government, and utilized as a Lunatic Asylum. In 1859 and 1860 additional buildings were erected on the Asylum Reserve and about 250 inmates and attendants were housed in the new buildings and the former barracks buildings. Many of the attendants were former Pensioner families, and the merchants of the town had a revival of business from the supplies used at the Asylum. Some 60 acres of the parade ground were laid out in pleasure and vegetable gardens, and here the mentally ill of Ontario's seven westerly counties were given treatment. But this phase of Amherstburg's story came to an end in 1870 when a new hospital was built at London, and the Asylum was removed from Amherstburg.

In 1872 Amherstburg's long-held dream of railroad connection became a reality when the Canada Southern reached the Detroit River at Gordon Station, one mile north of Amherstburg. Designed as a direct route from New York to Chicago the railroad crossed the Detroit River by ferry to Stoney Island, and thence by the bridge to Grosse Isle, and a second bridge to the United States mainland at the Slocum Junction.

For the next decade or so Amherstburg was distinctly a railroad town, and happenings on the line occupied a large place in the local news for many of the townspeople were employees. New towns sprang into existence along the route as forests were cleared in what had been the back townships. Immigrant trains going west, cattle trains going east made the crossing at Amherstburg a busy one. Once or twice a season a circus train crossing the ferry would give Amherstburg's young folk an opportunity to identify the menagerie, or to gawk at the rare and the glamorous. A few miles east, from the Southwick curve to Charing Cross, a level grade of some fifty miles straightaway was a perpetual challenge to the engineers to break the "mile a minute" barrier.

But there was a "fly in the ointment" — a winter of severe frost had choked the lower Detroit with ice and the car ferries were prevented for days at a time from crossing. Diversion of freight and passenger business was very costly to the Canada Southern, and various expedients were attempted. A tunnel was seriously projected and a token start on construction was made, but a combination of financial depression and new owners brought about the building of a new line, "cut off" from Essex to Windsor. By crossing higher up the river the ice jams were avoided, but the decision regulated Amherstburg to branch line status, and once again Amherstburg lost population to Windsor as many of the railroad workers moved. The car ferries continued to operate at busy seasons on the road for a number of years, but service finally ceased, and Amherstburg's heyday as a railroad town was at an end.

In the meantime, a new factor of considerable importance was taking place. The traffic on the Great Lakes was ever growing, and bigger and bigger vessels were being built. However,

one of the limiting factors of still bigger, and more economical, vessels was the shallow draft imposed by the shoal spots in the connecting waters of the Great Lakes. One such shoal was the Lime Kiln Crossing in the Detroit River, the very section crossed by the Canada Southern car ferries. Here the depth was normally only 12 feet, so in 1875 the McKenzie government let a contract at Ottawa for the deepening and straightening of part of this channel. The contractor was a Mr. Dunbar, a name to be associated with channel improvements on the Great Lakes for three generations. On this first attempt at channel improvement, the work was done by hand drills by workmen on scows, two drills to a scow. The drilled holes were filled with explosive, and the loose rock removed by dredging. As further contracts were awarded, improved methods came into use, and the later drills were run by steam. From that first contract, work was carried on from time to time until by 1932 two wide and deep channels passed Amherstburg. The expectation is that the St. Lawrence Seaway will induce still more channel construction through all the various stages of improvement. Amherstburg men were prominent among the employees. Some used their acquired skill far afield, and Amherstburg men were among the builders of the Panama Canal.

Over the years a number of accidental explosions took place in Amherstburg. One of the best-remembered was the blowing up of a powder factory at Fox Island in December 1879. The blast removed about half of the island, spreading sand and rock over a wide radius, and the shock was felt at St. Thomas about 110 miles away. No lives were lost in the accident.

Another explosion in 1907 took place at Essex when a carload of dynamite being shipped to Amherstburg for use in the channel exploded near the Essex station and demolished most of downtown Essex. Three of the engine crew, Amherstburg men, died.

Twice drill boats blew themselves out of the water when the drills touched off blast holes already filled with explosive. For a generation or more Amherstburg citizens and their homes were treated to almost daily earthshakers, the winter season being the only respite.

In the early years of the century Amherstburg had a number of sizable industries. Several steam-powered saw mills, planing mills, spoke and stave factories reflected the great use of wood and its availability in the immediate area of Amherstburg. In the later days of the operation of the saw mills wood was brought by schooner from Georgian Bay and Michigan. McLeod's distillery and grist mill was a prominent feature of the landscape until it burned in 1879. The rack house filled with empty vats and hogsheads made a spectacular fire, and it is related that the fire, which occurred at night, illuminated the sky with such brilliance that a pin could be picked from the ground seven miles away.

Another industry, which has long operated in the Amherstburg area, is the Anderdon Stone Quarry from which an exceptionally high grade of limestone is obtained. The quarry was first worked by the Wyandot Indians as the outcrop was chert used by the Indians for arrow points. In later days the Wyandot or Huron Reserve was broken up, the quarry was operated by Chief White. Still later in the 1890's it was acquired by the Solvay Process Company of Detroit, who obtained the lime needed in their process from the stone of the Anderdon Quarry. In 1917, the Brunner Mond Canada Company, prepared plans for the construction of a plant to produce soda ash, using the Solvay process. The plant was built a mile north of Amherstburg at a point where slate, lime and fuel could be easily assembled, and has been in almost continual operation since its completion in 1919. In the life of a nation soda ash plays a part only less important than pig iron, so numerous are its uses. The Brunner Mond is the largest employer of labour in the Amherstburg area, and its towering buildings is a feature of the present day skyline.

Other present-day large employers of labour in Amherstburg are the Calvert Distillery, manufacturers of whiskies and industrial alcohols; Canadian Canners, catsup plant; the Marra Bread Company, who supply the Western Ontario counties with "Snow White" bread; the

S.K.D. Manufacturing Company, makers of automotive die-casting and small stamped parts; the McQueen Marine, Limited, marine contractors, and owners of the famed tug "Atomic", twice winner of the International Tug Boat Race held annually on the Detroit River; the Bob- Lo Company, operators of the well known Bob-Lo Park, on Bois Blanc Island, and the excursion steamers the "Columbia" and the "Ste. Clair". Amherstburg has been known to several generations of Detroiters largely through the operation of Bob-Lo Park. In the earlier years operation of a local ferry from Bois Blanc to Amherstburg made visits simple but in more recent years regulations of the United States Government has caused this service to cease for Americans though service from Amherstburg to the island is available to Canadians. Since the imposition of the immigration restrictions, Americans who in earlier years made use of this convenient way of visiting Amherstburg, come now by bus and car by way of Windsor. Amherstburg has much to offer the sight-seer. It is distinctly "different" with its mingling of the ancient and the modern. There are many buildings in Amherstburg and the immediate area older than any in Detroit and Windsor. Many of these have interesting historical associations with events and individuals dating back to the American Revolution. Amherstburg citizens take considerable pride in the part played by Amherstburg in the stirring events along the border in the War of 1812, the Rebellion of 1837, the Fenian Raids, and even in the Rum Runners conflicts with the Prohibition officers in the 1920's.

The tradition of military service in Amherstburg is strong. An active militia in the days of Queen Victoria furnished men who enlisted in the service in the Crimean War; in the defence of the border in the Fenian Raids; again in the North-West Rebellion of 1885; and in the Boer War. The Great War of 1914-18 found many Amherstburg men in the ranks, and the Second World War had Amherstburg men serving on all fronts, and in all the services, and to-day there are Amherstburg men in the Korean War.

A constant reminder of Amherstburg's military past is old Fort Malden, which since 1939 has been under the direction of the National Parks of Canada. Museums on the site contain the relics telling the story of Amherstburg's historic past. The Park is open throughout the year, and thousands of tourist journey to Amherstburg to view the collections of the Great Lakes, Indian, Military, and Pioneer articles on display. Americans find much of interest at Amherstburg because Fort Malden played such a prominent part in the border history of Ohio, Kentucky, and Michigan, particularly in the War of 1812. The fort was the only British Post held by the American forces at the conclusion of that war.

Visitors echo the sentiment expressed in the Amherstburg slogan — "To Know is to Like" and old historic Amherstburg itself faces the approaching years with the confident belief that the progress of its past hundred years will continue. 1953

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Schooner Anne Captured at Amherstburg 100 Years Ago

Probably the most striking incident that has occurred in Amherstburg since the War of 1812 was the capture of the Patriots' schooner ANNE on the night of January 9, 1838.

In an attempt of the Patriots to capture the military post at Malden they had armed the schooner ANNE with three cannons and had harassed the town for the two days previous to the final scene enacted at Elliott's Point when the victorious militia captured the daring vessel and its crew.

A short resume of events leading up to the attack on Amherstburg will serve to refresh the memory on the history of the period. Following many years of agitation in both Upper and Lower Canada for the redress of certain grievances recourse was had to armed resistance to the Executive's orders. Through the years the cleavage in public opinion become aligned on racial and sectarian lines. In Lower Canada this was principally French against English and the French leader in the Legislature was Papineau. In Upper Canada it happened that most members of the so-called Family Compact were Anglicans and were opposed by members of other Protestant sects. The parliamentary leader of the Reformers was William Lyon Mckenzie, grandfather of Canada's present Prime Minister, William Lyon Mckenzie King.

Of course, this defining of the parties to the disputes is not exact but serves to indicate the main movements of the times and the source of prejudices which lasted for decades.

The main bone of contention was the irresponsibility of the Executive to the Legislative branch of the government manifested in Lower Canada by the refusal to abolish Feudal Tenure and to establish Registry offices and in Upper Canada the disposal of the Clergy Reserves.

The sequence of events in the Patriots' Rebellion was somewhat as follows: riots broke out in Montreal between members of rival political clubs, culminating in the destruction of a French newspaper's premises. It was necessary to call out the troops to quell this disturbance, and serious results soon followed. Dr. Robert Nelson issued his manifests and was supported by the habitants at St. Charles and St. Denis. Here Dr. Wolfred Nelson found himself opposed by British regulars and was routed. Among those who fled for the border were Dr. Wolfred Nelson and George Cartier, the latter destined to be a Father of Confederation.

Dr. Robert Nelson and Dr. Wolfred Nelson had relatives in Amherstburg, the sons and daughters of their deceased brother, Jonathan Nelson. The daughters were Eliza, Mrs. Mathew Elliott; Jane, Mrs. Rogers; Margaret, Mrs. Baxter; and Sarah, Mrs. Gordon. The sons were Robert, Nathan, George and Horace. Horace was born in 1806 and married in 1847 Mary Ann Wilkinson, daughter of Captain John A. Wilkinson of the 37th Regiment.

In Upper Canada armed rebellion got under way soon after the affair at St. Denis and began with the abortive attempt by Mackenzie at Toronto to seize the Lieutenant-Governor, Sir

Francis Bond Head. Among the leaders of the Patriots were Dr. Rolph of Toronto; Dr. Duncombe of Brantford; and Joshua Dean of London district.

The Patriots preserved little secrecy in their plans and their schemes to seize power became known to Head. So it became necessary to advance the day of attack, which advancement was done by some of Mckenzie's lieutenants during Mackenzie's absence in the country where he was rallying the patriots. Mackenzie became aware of this change in plan when it was too late to countermand it so with what force then at hand, he prepared to advance on Toronto. He hoped to seize the arms conveniently stored in the city hall, and to arrest the Governor.

On the night of December 4, 1837, the Patriots, about 90 in number, reached the rallying point on Yonge Street at Montgomery's tavern. Too tired to make an advance that night they remained where they were while the Governor sent out calls for aid to Hamilton, Cobourg and other districts. On the two days following there were stray encounters between the Patriots and the city's defenders; each side lost one man. On the morning of the 7th, which was a fine warm day for the season, the Governor, having by this time gathered the loyal militia, marched out at the head of his troops to give battle. He had with him two military bands and two pieces of artillery. The artillery proved to be the decisive factor in the skirmish which followed for firing through the woods the effect of the shot was multiplied many times by the crash of broken branches. The Patriots found themselves impotent, armed as they were with pikes and pea rifles, their ranks were broken and they were in full flight. The leaders all made their escape and the few who were captured were freed by orders of the Governor. There were six or eight killed in this encounter — all Patriots.

The scene next shifts to Navy Island in the Niagara River. This island was seized by the insurgents and held until the middle of the following January. Here they made their rendezvous and as stragglers came in from Toronto, Brantford, London and Long Point districts, places where there had been conflict with the authorities they were joined by American sympathizers. These last were mostly members of a secret society known as the "Hunters' Lodges." This organization was political in nature and had as one of its objects the establishment of a republican form of government in Canada.

At a public meeting in Buffalo, Mackenzie was proclaimed President of the Provisional State of Upper Canada. These sympathizers fitted out the steamer BUFFALO to run excursions to Navy Island and many young men of Buffalo joined the camp.

Canadian authorities protested to the American Government on the assistance the Patriots were receiving from Buffalo citizens but as Navy Island was in Canada, the Americans suggested that it was up to Governor Head to take effective measures. A fervent group of loyalists undertook this task and on a dark night they crossed to the American shore and captured the vessel used by the Patriots to carry arms. This was the CAROLINE. They set it afire and adrift. It is said 12 were killed on this occasion. Of course this was an invasion to which the United States government had a right to object, and public opinion in the States was now on the side of the Patriots.

Now action commences in our vicinity. On New Year's Day, 1838, at a meeting in the Detroit city hall a committee was appointed to give aid to the Patriots. By this time quite a number had crossed the border on both the Detroit and St. Clair Rivers and were desperately in need of necessities of life. They were Mackenzie sympathizers fleeing from the wrath of their loyalist neighbours. Colonel Thomas Jefferson Sutherland, who had been present in Buffalo at the time Mackenzie was named "president" was at the Detroit meeting. He was an authorized agent to carry on the rebellion and was an experienced military man. Ten guns and $134.56 was contributed to the Patriot cause. Dr. Edward Alexander Theller, a native of Ireland, was chosen leader and was given the rank of Brigadier-General. Much enthusiasm was shown and preparations were made to invade Canada by attacking the post at Amherstburg.

The Patriots provided themselves with munitions by making a raid on the Detroit gaol where 150 stands of arms were stored. Two vessels were seized on the water front, the steamer ERIE and the to-be-famous schooner ANNE. Provisions were laid in and so with the newly-acquired transportation, 122 men set sail down the Detroit River to Amherstburg 20 miles away, January 4, 1838.

Their first stop was at Sugar Island where they remained a day. It was an open winter thus far and navigation was unhampered by ice. Governor Mason, the "boy" governor, the first governor of Michigan, followed the Patriots to Sugar Island and made an appeal to them not to violate the laws of neutrality but having no force at hand to reinforce his argument he had to return to Detroit with his mission unaccomplished. The next day Bois Blanc was occupied by the Patriots, the military picket maintained there by the regulars stationed at Fort Malden being withdrawn. The magistrates and military authorities sent in all directions for aid and response was made from points as far away as London. Chatham was in a turmoil as hundreds fought to get to the scene. The steamer CYNTHIA arrived at Amherstburg shortly after the first attack. This attack was made by the ANNE coming from around the head of Bois Blanc Island and running down along the town firing her three cannons loaded with shot and grape. The women and children fled to the country and the few houses then to be found in Malden were filled to the eaves for the next few days. The Hacketts, Kemps and Mickles stayed at their cousins, the Botsfords and Wrights. Henry Botsford, a lad of 14, carried the women and children across the flooded marsh on his back.

The men patrolled the shore and a stone windmill was made a post of defence by the militia. Among the zealous defenders were the army coloured men who had escaped from slavery. They had no wish for Canada to become a republic or join the United States and thus again put themselves in jeopardy. In this connection Professor Fred Landon of Western University notes in his pamphlet SOCIAL CONDITIONS "that the Reverend Josiah Henson, the founder of the Dawn Colony, Kent County was on garrison duty at Amherstburg for several months, while Reverend J. W. Loguen was in command of a black company at another point."

It was the custom in those days for the white inhabitants of the border to aid the escaped slaves by letting them build log huts in the partly cleared bush and become self-supporting by growing gardens and cutting weeds. Moses Brantford was one such freed man. His clearing was on the Daniel Botsford farm two miles east of the town. He heard the sound of the cannon and at once made for the scene of action armed only with a pitch fork.

The shelling was intermittent but not very damaging as the ANNE repeated her first manoeuvre. The old mess house, which stood on the corner where George Pettypiece's residence is now, the northeast corner of Bathurst and Gore was one of the places struck by a cannon ball. The fact that some houses near the river escaped being struck was noted by some, the intimation being that the owner was a Mackenzie sympathizer. John Sloan, a captain retired from the British Navy, the owner of a house on Dalhousie Street where the Dominion Store is now located was nearly the victim of mob violence from the fact his house was unscathed by the Patriot fire. Some roughs persuaded a local half-wit to knock on the captain's door and fling a noose around the captain's neck when the door was opened. This he did and the outraged captain was nearly garroted when he slammed the door and the group outside tried to pull him down the steps. The captain's wife cut the rope and the gang tumbled down. Meanwhile, cooler counsel prevailed and the captain was not again molested. John Sloan in later years represented Anderdon on the District Council and was a magistrate. He operated the Anderdon Stone Quarry and built the house now used as an office by the Brunner Mond Company. Of course there was no basis for believing Captain Sloan disloyal. However, there were Mackenzie sympathizers in the town for Amherstburg was of two minds politically then as now.

Achille Morin was one of these sympathizers and took part in the Battle of Windsor later in the year and was taken prisoner. He was one of the 18 from Upper Canada whose sentence was transportation to Van Dieman's Land, as Tasmania was known then. He returned to Amherstburg after the amnesty and was holding forth in Samuel McGee's grocery store on some now-forgotten subject while playing a game of checkers with Andrew Kemp, grandfather of Richard, Harry, Edward, Charles and Glen of town, and sought to clench his arguments with the statement, "I know — because I've travelled." "Yes," replied Kempt, old Tory that he was, "you've travelled — at government expense."

Incidentally, it may be mentioned before resuming the narrative of the ANNE that many old Loyalist families who had been Tories since driven from their old homes in the New England colonies 50 years before, now became Reformers from the excess of zeal which certain members of the Family Compact prosecuted their success in routing the Patriots. This change in party allegiance endures in many families to the present day and was the chief factor in the rapid pacification of the country following the "troubles".

To return to the ANNE we find the situation little changed. Volunteers were on the way from Chatham aboard the steamer KENT and the CYNTHIA, some others had made their way on foot to Amherstburg from that place arriving when the first midnight attack took place as told in the Echo of last March in an extract from "Souvenirs of the Past" by Baby. The Colchester settlement militia were guarding the border father north.

It is now dusk on the evening of January 9, 1838 and the Patriots on the shore note that the ANNE had left her place of anchorage behind Bois Blanc Island and is once more getting under way for a run along the town water front. The alarm was given, the guards were reinforced and all hands were warned to be ready to turn out. Once again shots from the ANNE bombarded the town. As she made her way down the river the guards raced along the river front abreast of her firing random shots as opportunity afforded. The distance between the combatants was so slight the spang of the bullets could be heard as they struck the sails and figures of the Patriots plainly showed in the moonlight. Colonel Radcliffe, the commandant, gave orders to Acting Lieutenant-Colonel Prince to guard the town in case the flight of the ANNE was a ruse to draw the defenders away from the fort and then he too took up the chase on horseback. Meanwhile, the helmsman on the ANNE found himself the center of attention from the militia on shore and being wounded abandoned his post. The ANNE now unguided appeared heading for the shore at Elliott's Point. The anchor was hurriedly dropped but too late to arrest the progress of the vessel and she ran aground and heeled over at an angle which made her cannon unmanageable. The pickets at this point were now joined by the militia who had kept pace with the ANNE on her two mile progress down the river and the combined forces poured in such a galling fire the decks of the ANNE were soon clear.

Volunteers were now called for to board the ANNE and the chosen few waded in frigid water up to their armpits and clambered on deck without opposition. Calling for the surrender of the Patriots, they meekly enough gave up and Brigadier-General Theller surrendered his sword to Captain Leighton and other Patriots placed themselves under the protection of Lieutenant Alanson Botsford and other officers who found the disconsolated Patriots huddled between decks. Two of these swords are part of the Oddfellows' regalia in Rose Lodge, Amherstburg and were presented to the lodge many years ago by a participant in the capture. A cannon from the captured schooner has been placed at the entrance to the Amherstburg town hall.

The wounded were eight in number and there were 12 prisoners. The one killed was a young boy whose body was found frozen in the ice along the shore the next morning. He had been shot while the ANNE was coming down the river and when she struck, his body rolled overboard. The prisoners were at first placed under guard in the Elliott home but about three in

the morning they were transferred to the Fort where they were kept until daylight. They were then placed in two-wheeled carts, the usual vehicle of that day, and transported to Toronto by way of the Lake Shore road, the authorities fearing a rescue attempt if they sent the prisoners by the mail route up the Detroit River and along St. Clair. Amherstburg was the western terminus of the Imperial Post. The eastern terminus was Halifax and two weeks were occupied by mail from the one point to the other. On the night of the first attack the mail courier returned to Sandwich without delivering the eastern mail or receiving the out-going mail as "the Post- Master could not be found."

Bois Blanc Island was abandoned the next day as the military made preparation to drive the patriots off. The island was held only four or five days by the Patriots. In the next few weeks Fort Malden was remounted with cannon and Bois Blanc was cleared of trees and three blockhouses were erected on the island. One was placed at either end and one in the centre. The southern one still stands in a good state of preservation but the other two were burned on the night of the first Dominion Day, July 1, 1867 as someone's idea of a celebration. The contractor who erected the blockhouses was William Mickle and the timbers came from the Botsford farm then in the process of clearing.

Conditions along the border for the next year were in a constant flurry of rumours of attack. Three times the militia and regulars met the Patriots — at Fighting Island in February; at Pelee in March; and in the Battle of Windsor in December 1838. These all were victories for the defenders of the country but none excite the pride of Amherstburg as much as the capture of the ANNE. 1938

28

Military and Romantic History Connected with Botsford Corner

The corner of Sandwich and Richmond streets, Amherstburg, has seen many changes. The latest is the erection of the new gasoline station for the McCall Frontenac Co. on the former Botsford lot.

In the days when Fort Malden was in use the red cedar stockade which surrounded the parade ground extended as far south as Richmond street and east to Sandwich road, thus the old Botsford lot would be the south-east corner of the parade ground. The original road up the river was doubtless an Indian trail and followed the bank quite closely, but when the first fort, Fort Amherstburg, was built it was necessary to divert the road away from the river. The Sandwich road though starting from the same point as at present swung more to the northeast than is presently the case. It then followed the course of the almost imperceptible swale which is located about along the course of the Michigan Central tracks. However, by the time the old pensioner lots were laid out on the military reserve north of Richmond street the street was given its present location.

In the heyday of the fort Sandwich street was sometimes used as a race-course. One race that is recalled was between horses owned by an officer of the Fort and a Mr. Brush. The start of the race was from an inn that stood near where the Brunner Mond office is now and the end of the contest was the corner of Sandwich and Richmond streets. This was a gruelling race and the Brush horse lost. The rider of the Brush horse was the young son of Brush, Sr., and being asked by his father how the mare had run he leaned over until his nose almost touched his father's and said with great earnestness, "Paw, she did her damndest!"

A fact not generally known is that the early settlers possessed some really fast horses. They were descended from General Braddock's Arabian stallion captured by the Indians when Braddock met his defeat near Fort Duquesne and brought to Detroit by the militia from there who took part in the ambuscade. Crossed with the pony of the Indians, the result was a small, wiry horse able to produce a great burst of speed for a short distance or endure a long pull at more moderate rates. Thus arose the breed of "quarter-milers," the race horse of the middle west until displaced by the thoroughbred.

By the corner of Richmond and Sandwich streets have passed the troops and men of Brock and Tecumseh. Walter Roe, the first lawyer of the western district was found dead one morning on Sandwich street not far from the town. He had fallen from his horse.

On the day of the Battle of Windsor the Malden militia were hastily assembled and in wagons and carts were sent off from town by Sandwich street to render aid. They arrived in time to help round-up the Patriot stragglers and to identify Mr. Hubbard, an Amherstburg hunter who Colonel Prince was bent on having shot as a "pirate". Four of the unfortunate Patriots did suffer that fate against the protests of Colonel Rankin and many others.

In later years the traffic along the length of Sandwich street warranted the start of a stage line, one of the first being that of Mr. Turk. Later Albert Fox and sons conducted the stage but it was discontinued when the inter-urban line was laid shortly after the turn of the century. The old corner has seen that line disappear to be replaced by the modern buses, while horse-drawn carriages have given way to automobiles.

Where the present library stands there used to be a hotel, familiarly called the "Tin House" from being covered with metal siding. It was destroyed by fire one winter night. The windows in the Botsford house across the street were cracked by the heat, and other houses saved by the greatest exertion. It was one of the most spectacular fires in the history of Amherstburg.

On the northeast corner of the intersection there was a grocery store which in later years was converted into a laundry. On the same site now stands the Liberty Theatre of fine architecture and worthy management. The south-east corner long occupied by the Cousins family in the old days was owned by William Baker. The present residence is one of the older houses of the town.

The Botsford house which was moved to Merlin a few years ago stood close to the street on the site of the new station. Daniel Botsford, Jr., was the builder. He was a carpenter by trade and was sometimes a town councillor. His first wife was Annie Borrowman and she dying he married a second time his second wife being Catherine Topping. She was of a very charitable disposition and was widely known as "Aunt Kate." For blocks around every new baby and the sick and ailing would be greeted with some little comfort by her thoughtful hands. In later years she conducted a boarding house for the accommodation of the teachers of the nearby public school but also a few young professional men made their home there before their marriages.

One of the boarders was the late Dr. W. S. French who to satisfy his curiosity was a witness of a hanging at the gaol in Sandwich. This was more of an ordeal than expected as Dr. Casgrain empanelled a coroner's jury to examine the remains of the victim of Canadian justice. To show the cause of death he made an incision to expose the dislocated vertebrae and not being satisfied with the jurymen's acquiescence in the cause of death from the far side of the room he forced them one by one to personally feel the dislocation. Dr. French stood it well enough but some others were in a fainting condition. That night Dr. French entered the dining room after the others were seated and playfully lassoed one of the girl teachers. Her consternation was changed to horror when he informed her the rope so snug about her neck was the very same noose that had hanged the murderer that morning in Sandwich!

When "Aunt Kate" Botsford started to keep house she bought water by the barrel each week. This was raw river water dipped from off the docks and delivered by men who made that their business. Later came the laying of the watermains and sewers. The old corner saw the coming of the telephone poles and then the poles for the old arc lights. Then came the concrete pavement and the ornamental poles of iron to replace the old-fashioned wood poles. And now the symbol of the new order of transportation, the gasoline pump, stands a monument of the times on the old corner.

1940

29

Amherstburg Doctors

WILLIAM HARFFY, an early Amherstburg doctor sent here in connection with duties at Fort Malden. Reference in the John Askin Papers (Burton Historical Collection) footnote page 304, Volume 1: "WILLIAM HARFFY was a frequent correspondent of JOHN ASKIN and many of his letters are preserved among the ASKIN Papers. He was sent from Lower Canada to Detroit as hospital mate in the Spring of 1781. In 1786 he succeeded DR. GEORGE ANTHON as surgeon of the garrison. He was subsequently Garrison Surgeon at Amherstburg, where he died June 2, 1802. He was a whimsical, lovable soul, impractical in temperament and delightful in conversation. See Michigan Pioneer Collections, XIX, 620, XX, 686; and Askin Papers".

From letters in the JOHN ASKIN Papers it appears HARFFY had a wife in Detroit. He built what was probably the first brick house in Amherstburg. It stood on the lot next to the southeast corner of Gore and Dalhousie Streets.

ROBERT RICHARDSON was a native of Scotland who served in America during the Revolution as a surgeon in the famous corps known as Robert's Rangers. Later, in 1792, be became assistant-surgeon in the Queen's Rangers in Upper Canada, a body formed by the first Lieutenant-Governor, JOHN GRAVES SIMCOE. He served with this corps at Queenston, St. Joseph Island and Detroit. In 1802 the Rangers were disbanded and be became surgeon attached to the Regulars stationed at Fort Malden at Amherstburg. He also in the same year received the appointment of Judge of the Western District Court which office he held until his death in 1829.

DR. RICHARDSON was the father of fifteen children, offspring of his two marriages. His first wife was MADELAINE ASKIN, the half-breed daughter of JOHN ASKIN the famous Indian trader of Mackinac and Detroit and his wife MONETTE. The marriage of DR. RICHARDSON and MADELAINE ASKIN took place January 24, 1793 at the home of the bride's brother-in-law, ROBERT HAMILTON in Queenston. One of the sons of this marriage was Major JOHN RICHARDSON noted as the author of the first Canadian novel "Wacousta" and as an historian of the War of 1812.

DR. RICHARDSON'S wife died at Amherstburg, January 10, 1811, leaving a family of eight, some of tender years. This prompted him to make soon a second marriage and on August 8 of the same year he married ANNE McGREGOR.

The second Mrs. Dr. RICHARDSON was a daughter of GREGOR McGREGOR and his wife REGINA SUSANNE ROBERT. GREGOR McGREGOR was then living at Petite Cote (LaSalle) but had been formerly, during the British regime, a resident of Detroit. Among other offices he had held he was the first sheriff of the Detroit area and had assisted in setting up the first Court administering British laws in place of the "Customs of Paris" which had prevailed at

Detroit for many years after the British occupation in 1760. To the eight children born of his first marriage, ANN McGREGOR added seven.

(From information in the John Askin Papers, the Provincial Archives and the McGregor Brothers' Waste Book.)

DR. ROBERT IRONSIDE of a family connected with the Indian Department when the Indian Department was actively administrated from Amherstburg. The IRONSIDES were members of the Presbyterian church and their names appear on the early rolls of St. Andrew's, Amherstburg, congregation. He practiced locally about three generations ago.

DR. ROBERT REYNOLDS of a family connected with the British military establishment at Detroit and Amherstburg. His father, THOMAS REYNOLDS, was attached to the Commissary Department at the period of the relinquishment of the Posts and the subsequent construction of Fort Malden, and also was a private trader. The son, ROBERT REYNOLDS, succeeded his father as the head of the Commissary at Amherstburg, and also was a physician and surgeon. He was born at Detroit in 1781 and died after 1864. He married a widow, Mrs. THOMAS HYPOLITE TROTIER DIT RIVIERES, nee THERESE BOUCHETTE, daughter of JEAN BAPTIST BOUCHETTE. DR. REYNOLDS became the parent of four sons and at least one daughter. These children were born between 1805-1817 and their baptism is registered in the St. John's Church Register, Windsor. Mrs. REYNOLDS by her first husband, THOMAS HYPOLITE TROTIER DIT RIVIERES, had one son, JAMES McGILL DES RIVIERES. The name McGILL was for the Montreal merchant who had become the second husband of THOMAS HYPOLITE TROTIER'S mother. DR. REYNOLDS built about 1816 the beautiful Georgian mansion at present (1944) owned by the MULLEN family which stands about one half mile below Amherstburg on the bank of the Detroit River.

HARRY REYNOLDS, deceased, Windsor insurance agent was a descendant.

DR. WINDELL, 70th Regiment, is mentioned as a witness at the marriage of THEOBALD HUNT, Captain in the 70th Regiment to SUSANNAH CALDWELL, February 1818. The marriage took place at Amherstburg where a detachment of the 70th was stationed at Fort Malden. Many years later in an assessment record there is mention of a Mrs. WINDELL as the owner of the property on the north-east corner of Bathurst and Gore Streets in Amherstburg. Formerly there stood on that site a large frame structure called by the older citizens, the "Mess Hall", evidently from some connection with the Fort though off the parade ground. It was for a time used as classrooms for primary instruction.

DR. JONATHON OSBURNE is mentioned as a sponsor at the baptism of the infant of JOHN CLARKE, Captain in the 66th Regiment, May 1834.

DR. ANDREW FISHER was the first Medical Superintendent of the Malden Lunatic Asylum when it was established in the abandoned buildings of Fort Malden in 1859. Under his direction the buildings were re-modelled and others added and the grounds of the former parade ground were laid out in pleasure and vegetable gardens. He was regarded as enlightened in the handling of the insane but was ousted on a charge of extravagance.

DR. HENRY LANDOR was Medical Superintendent of the Malden Lunatic Asylum in 1870.

DR. MILLIGAN was another Medical Superintendent of the Malden Lunatic Asylum and was in charge when it was moved to London in 1872. It is not recalled that there were any other than these three men in charge of the Malden Asylum. DR. FISHER remained in Amherstburg in private practice for many years after a short stay in Colchester. His Amherstburg home and office was on the south-west corner of North and Dalhousie Streets.

DR. RAMBOUT was an examiner appointed at Amherstburg to examine the Pensioners settled on lots on the old parade ground or on farms in adjacent townships. The Pensioners were settled at Amherstburg in 1851. The Pensioners were old soldiers who had served not less

than 21 years in the British army or in the East Indies Company. They were mostly natives of Ireland though some were English-born. Their settlement at Amherstburg was an experiment or at least a new departure in policy.

The Fort or military post of Fort Malden was abandoned as an active military center in 1851 and London was made the barracks for the western part of the province. Streets and lots were laid out on a portion of the Fort Malden commons and 88 pensioner families were there located, a number of others were settled on farms in the bush. Their pensions were paid quarterly by visiting officials. It may be that DR. RAMBOUT attended only on those occasions. It was necessary that a certain few were fit for guard duty for from the whole body of the pensioners 12 were chosen each month to stand guard and do maintenance work at Fort Malden. This continued until the buildings were turned over to the Province of Canada in 1859 for use as an Asylum.

DR. ALFRED K. DEWSON was a native of England who emigrated to Canada with his parents. They settled near Bradford, Upper Canada. His father was a half-pay officer having been a major in the British army. ALFRED K. DEWSON was educated at McGill University, Montreal and in Philadelphia.

DR. DEWSON served in the Rebellion of 1837 as did a brother. The doctor's service was at Toronto. He married EMILY ELIZABETH BABY, daughter of FRANCIS BABY, M.P. of Windsor. He practiced in succession at Toronto, Chatham, Amherstburg and Windsor. He was in Amherstburg about 10 years leaving for Windsor in the early part of 1853. While in Amherstburg he helped organize the public schools, being elected as one of the first trustees when the school system was set up in 1851. His term was for three years but he had removed to Windsor before the completion of it.

DR. JOHN SCHULTZ whose career was closely associated with the early days of the Province of Manitoba, was a native of Amherstburg. He was born in 1840, son of WILLIAM L. SCHULTZ and his wife, ISABEL REILLY. The REILLY family were natives of Ireland, the father was involved in the Rebellion of 1798 and as a consequence fled to America. He taught school though in Ireland he had been a doctor, and his three daughters were teachers also. In turn, each before their marriage taught an elementary school in Amherstburg. One became the wife of ANDREW HACKETT, first keeper of the Bois Blanc Lighthouse; another married DAVID KEMP of the Royal Engineers first stationed at Fort Malden but later at Kingston where he assisted in the construction of Fort Henry.

While yet an infant, the father of JOHN SCHULTZ mysteriously disappeared and subsequently his mother married HENRY McKENNEY, another Amherstburg merchant. After business reserves in dealing in lumber the McKENNEYS left Amherstburg for the Red River colony and young SCHULTZ accompanied his mother. His interest in medicine and politics was developed very early and he took an active part in the political turmoils of the Red River colony opposing Riel and his partisans. In the Winter of 1859 he made a famous trip on snow shoes from Winnipeg to St. Paul and thence by train to Ottawa where the message he conveyed prompted the government of the day to take firmer measures.

He graduated in April 1861 after attending Queen's University (where he lived at the home of his aunt, Mrs. KEMP), and the Medical School at Toronto and Victoria University at Cobourg. His practice was in Manitoba. He had a wide range of interests but is best known for his career of many years in the public life of Manitoba. He was active in local politics and in 1881 was elected to the House of Commons. In 1882 he was appointed to the Senate and on July 1, 1888 he became Lieutenant-Governor of Manitoba and was shortly after knighted.

He married Miss AGNES FARQUARSON of Kingston, Jamaica who survived him. He died at Monterrey, Mexico where he had gone for relief from a respiratory affection. He was survived also by several half-brothers.

DR. STANTON was in practice at Amherstburg for a number of years around 1865 and 1870. Formerly he had an appointment at Fort Malden and so returned to practice. A son yet lives on Grosse Isle in Michigan.

"DOCTOR" PEARSON was a coloured man, self-taught doctor, a former slave in Kentucky who in the course of his life acquired a surprising array of varied knowledge. He was born in 1809. He settled in Amherstburg where he was for many years a leader in his community and a respected citizen of his adopted town. He was a skilled bonesetter, a cheerful, efficient nurse and the remedies he prescribed were of a nature to abate symptoms and alleviate distress and found among the herbs and simples used so commonly in every household at that time. In 1870 he lived at Lot 1, George Street in Amherstburg.

DR. W.C. LUNDY was born about 1825 and was in practice in Amherstburg in the 1870's and probably earlier. He died in early middle life. He married an Amherstburg girl, a Miss CONROY, whose father, FERROL CONROY, a Pensioner, conducted a hotel on Murray Street. DR. LUNDY had various places of residence. He is listed on the Assessment of 1871 as living on Park Street, at another time he was a boarder at the CONROY Hotel, but after his marriage he built a large residence on Richmond Street near the outskirts of the town. This was a landmark for many years as it was the most conspicuous house in that vicinity. In later years this house was owned by WILLIAM HUNT and it was destroyed by fire about 1930. In 1871 he was listed as a contributor to the fund for building an addition to Christ Church.

DR. WALTER LAMBERT, son of ROBERT LAMBERT and grandson of CORNELIUS LAMBERT, a member of Butler's Rangers in the Revolutionary War and was born about 1831 in Welland County. He attended the St. Catherines Grammar School for a portion of his secondary education. His wife ELIZABETH gave birth to a daughter, MARGARET ANN THERESA, on April 17, 1859. The baby died the following February.

An older brother, ROBERT LAMBERT, graduated from Queen's in 1859 and was associated with him for the period from July of that year until sometime in 1860 when DR. ROBERT LAMBERT moved to Kingsville and formed a partnership with DR. DRAKE of that place. DR. WALTER LAMBERT practiced his profession for 24 years in Amherstburg. A son, WALTER LAMBERT, also became a physician and practiced in Wyandotte, Michigan. He was the city medical officer for a number of years.

DR. O. LANGLOIS a graduate of McGill, practiced in Amherstburg around 1885. His office was on upper Sandwich Street "opposite the Erie House". This would be on the river side of Sandwich Street between Alma and St. Arnaud Streets.

DR. PROUDFOOT practiced in Amherstburg for a number of years in the 1890's. His last office was on Gore Street between Ramsay and Bathurst. He sold his practice in Amherstburg to DR. W. FRED PARK of Harrow who removed to Amherstburg and occupied the same premises.

DR. FOREST F. BELL was a son of JOHN BELL, Amherstburg. He was in practice for many years starting in the early 70's. His father's homestead was on the eastern limits of the town and his first office was there. Later he moved his house to the corner of Gore and Apsley opposite the Amherstburg Town Hall. He was a chess enthusiast and was an officer of the Windsor Chess Club. In the later years he had as a partner DR. OSCAR TEETER who finally purchased the property and practice.

DR. THOMAS HOBLEY was a native of Amherstburg born May 24, 1849. He was the son of JOHN HOBLEY who was one of the British Army Pensioners who came to Amherstburg in 1851. His father was a wagon-maker when in Amherstburg. DR. HOBLEY set up practice in an office in his residence on Sandwich Street. He married a lady from Kentucky, a Miss BRIDWELL who after his death on December 6, 1907 became the wife of ARCHIBALD McNEE (his second wife), publisher of the Windsor "Record". (Mrs. McNee died in 1934.)

His card in the Amherstburg Echo in 1891 read as follows:

THOS. HOBLEY, M.D.

Physician Surgeon Accoucheur

Specialists — Diseases of Women; Diseases of Nose and Throat; Urinalysis, Microscopical and Chemical; Medical and Surgical Electricity.

Office and Residence, Sandwich Street, near Richmond, Amherstburg, Ont.

Dr. HOBLEY had a very large country practice. His death resulted from complications following a strain resulting from moving barrels of apples in his basement.

DR. WILLIAM FREDERICK PARK was a physician and surgeon who practiced in Harrow and Amherstburg. He was born in Chatham, September 26, 1871 and died at Amherstburg, January 3, 1936. He married AMANDA RACHEL ROWSELL on July 12. 1891. They became parents of five children, two sons died in infancy and three daughters survived the parents.

DR. PARK was a graduate of the Chatham schools and Toronto University. On commencing practice he was a resident of Harrow but soon after purchased the practice of DR. PROUDFOOT at Amherstburg and moved there. DR. PARK was a versatile man and had a large range of interests. He was active in municipal politics being mayor of Amherstburg almost continuously for 23 years. The only break in these years of service to the town was in 1916 when he was defeated by JOHN A. AULD. In 1911 he was the Conservative candidate in the famous Reciprocity election but was defeated by ALFRED H. CLARK.

He was active in the Horticulture Society and was noted for his dahlias. He was an amateur photographer of more than usual ability, and his views of local scenes were often shown at the annual Fall Fair.

In his younger days he was active in all kinds of athletics, particularly in bicycle races. He participated in some long distance races, one as long as 100 miles. He was an early and enthusiastic motorist. His first motor-driven vehicle was a belt-drive motorcycle which was replaced by an improved model a few years later. On these he made some famous runs to scenes of emergency. Still later he operated successively two automobiles manufactured in Amherstburg. The first was an Amherst "40" product of the Two-In-One Auto Company and the other was the "Brock". In both of these companies he was an active promoter. The body of the "Brock" was custom-built and was largely the work of his own hands.

In his profession, DR. PARK as doctor and counselor, inspired his patients with trust and hope. He won the life-long admiration of many youthful patients by his winning ways.

DR. OSCAR TEETER was born in Lincoln County, Ontario near where his Loyalist ancestors settled, at Grimsby. He was born March 23, 1867 the only child of ROBERT TEETER and VICTORIA KEMP.

He was a graduate of Toronto University receiving his degree in 1891. He came to Amherstburg in 1893 as a partner of DR. FORREST BELL. When DR. BELL retired from practice in Amherstburg in 1897 to practice in Windsor, DR. TEETER purchased his interest and residence. In that same year DR. TEETER married HILDA CALDWELL of Amherstburg. The one child of this marriage is YVONNE TEETER BAILEY.

DR. TEETER took an active interest in community affairs. He was a mayor of Amherstburg for one term and was a candidate on another occasion. He was one of the promoters of the Lawn Bowling Club and when his work allowed took part in the games and tournaments staged by them. He was also fond of chess and checkers and his play was of championship calibre.

DR. TEETER'S days of practice saw the change from the horse and buggy to the automobile. As a result of his heavy practice his own health failed and his last years were that of an invalid.

DR. R. H. ABBOTT was a native of Wolfe Island near Kingston, Ontario. He was a graduate of Queen's University and his first practice was at Comber. He came to Amherstburg about 1910 and at once took an active part in community affairs. When the Great War broke out he was the Medical Examiner for the recruits of the district. He held the rank of Colonel and had been a member of the militia from his school days.

He was for many years on the High School Board and was instrumental in raising the status of the local school from that of a Continuation Class. His two sons, EARL and BERTRAM, were volunteers in the Great War and served overseas. He was an Anglican in religion and Liberal in politics and his counsel was influential in party ranks.

Like other Amherstburg doctors a large part of his practice was in the county, and from the poor conditions of the roads at that time the work was often fatiguing. His summer relaxation was taken on the waters of the Detroit River where he motor-boated. He died in Detroit following an operation and was buried in Rose Hill Cemetery, Amherstburg. 1944

30

Burying Places in Amherstburg

It is interesting to recall at this time some of the early history of the local cemeteries. The town of Amherstburg is the owner of Rose Hill cemetery and as the present area is nearly taken up, the necessity arises of adding to the bounds of this old burying ground.

Rose Hill, located two miles east of the town, has been in use for about three-quarters of a century. Long as this period is, it is only half the period covered by the history of the town, and so a few facts about earlier cemeteries may be of use.

Some years after the removal of the military post from Detroit to Amherstburg in 1796 the military engineers assisted in building a church, now known as Christ Church. This church was situated upon land donated by Colonel William Caldwell. It was then the usual practice to use the church yard as the burying ground and Amherstburg's earliest cemetery was located on the grounds surrounding the church. A strip along the northern side was reserved for soldiers of the Fort. In this portion were buried many who died in the cholera epidemic of the early thirties of the last century, and those killed and who died of wounds as a result of the Battle of Pelee, fought in the ice off Lake Erie in March, 1838.

In the public portion of this church yard were buried many prominent in the early life of the district, and in the portion still preserved one can find the tombs of the ancestors of many present-day Amherstburg families.

To the rear of Christ Church cemetery fronting on Bathurst Street were a row of lots for use of Roman Catholics. This small cemetery was used for a number of years, and then, ground to the rear and north side of the present St. John the Baptist Church was used for a cemetery upon the building of that church.

When the Presbyterian congregation bought property on Bathurst Street and built St. Andrew's they reserved land to the south of the church for a burying ground. There were a few burials in this plot, among them some of the early Mickles.

In the early fifties the military post was abandoned and became the property of the Province of Canada, and eventually the buildings were converted for use as a hospital for the insane. The Lunatic Asylum for a short time made burials on its own property along Sandwich Street within and along-side a cedar post stockade, but with the establishment of Rose Hill cemetery on the townline and the neighboring one of St. John's on the third concession the necessity for this passed.

In the new cemetery of Rose Hill the southeast corner was reserved for the interment of the deceased lunatics, and this large plot was very nearly full by the time the Asylum was moved to London in 1871. Not many of these graves were permanently marked as relatives were at a distance, and until recently this part of the cemetery was unsightly. However, after much labor the ground has been cleared and levelled and it is proposed that a single memorial be erected to all the unfortunates buried there.

Previous to the establishment of Rose Hill many farms had a private burial plot where the pioneer and his family were buried. When Rose Hill was opened many of these early graves and monuments were moved there, and this accounts for the 'fact some dates on Rose Hill monuments are earlier than the establishment of the cemetery.

The remaining private family plots are gradually disappearing in many cases, either through plain neglect or change of ownership, or in a few cases by families dying out. In driving through the province it is too common to see some now tangled plot as the last resting place of a pioneer family. When there are no able descendants to care for such plots it should be an object of community effort to preserve and keep ever green the memory of early settlers. Locally, we thank the efforts of the late Major McNally in arousing an interest in our local history. It was through him that the monument was erected to Simon Girty, who, among other achievements, was one of the earliest farmers in Malden, and was buried on his river front farm.

Another Amherstburg burial deserves special commemoration, that of Sarah Ainse. Sarah Ainse was a fur trader and maintained several posts in what is now Ohio, and also sailed a vessel. She was a contemporary in the Indian trade with William McCormick, John Askin and Macon. She successfully did a man's work and upon retirement lived in Amherstburg until her death. Perhaps some of our local women will take steps to mark the life of Sarah Ainse, the local forerunner of the modern business woman.

One must mention also the Indian burials in this district. The Indian Burying Ground on the bank of the Detroit River in Anderdon township is a Christian cemetery, and in it are buried those who formerly lived in the Anderdon Reserve. From time to time Indian and even some supposed to be that of Mound Builders' graves are found. Usually these are found close for the river or lake bank but occasionally an aboriginal's grave is found further inland. There are records of Indian burials on Bois Blanc Island in the time of Father Potier's mission to the Hurons about two hundred years ago. An early Indian cemetery or ossuary was encountered when the Canada Southern was extended from Gordon station down into Amherstburg. This was found in the cut north of William Street.

Ossuaries is a term given to deposits of bones made by members of certain Indian tribes, among which are the Hurons or Wyandottes. These Indians would hold a communal burying every few years. In the interval between the bones of the deceased would be carefully preserved and when the time came for the joint burial the bones would be wrapped in costly furs and carried sometimes hundreds of miles to the appointed place. Here religious services of significance to the Indians would be held while a huge pit would be dug and lined with furs. The services would last several days and were largely attended. On the final day the bones would be place in position in the pit and covered with earth. That locality would be avoided for some time from some notion of spirits. Two or three years ago an ossuary was discovered on the Huron Line Road in Sandwich South township. This ossuary was examined by scientists from the University of Toronto who determined that these Indians had never had contact with European civilization, and that the deposit was centuries old. (Experts in the science of anthropology can determine the food habits and language characteristics of a people by examining a jaw bone.)

An early Rose Hill burial that is still recalled was that of a little girl, daughter of emigrants enroute from New York State to the western prairies. They were travelling with the usual huge canvas-topped covered wagon when the child died and as funds were scarce the father made a coffin himself, dug a grave, parallel to the main drive, buried his child, and surrounding the grave with wooden palings and the parents sadly resumed their westward way.

Denis Troy is said to be the first buried in the present Catholic cemetery. His funeral was about the time of the "cold New Year's Eve," 1864. This cemetery was about doubled in area

a few years ago by the addition of the tract of land along the south boundary, and the new tract already contains quite a number of graves.

Colonel Mathew Elliott, who came from Virginia with his slaves, maintained what amounted to a small village on his property. Some of the slaves were buried on the property. In later years colored settlements at New Canaan, Gilgal and Mount Pleasant had churches and accompanying cemeteries. Gilgal and Mount Pleasant now are but memories as the colored population dwindled and passed away.

The folk lore of most races contains tales of ghosts or wandering spirits, and cemeteries are the natural scenes of these tall stories. Practical jokers have from time to time engineered some amusing stunts with our local cemeteries as the locale, in which the alarmed victim would make a record for speed in returning to town through the clutching reaches of the night.

The late Will Golden, while doing some late chores one night, thought for a few minutes he was seeing the far-famed "will of the wisp." From his farm near the cemetery he could see a light which flared and faded moving about among the tomb stones. Not being easily dismayed, he resolved to investigate at first hand the mystery, so going closer, he found the simple explanation — two, more than slightly-inebriated gentlemen had got into an argument as to the date of an old pal's decease, and to settle the matter had come through the fields out to the cemetery to consult the genealogist's delight — the grave stone record. The midnight hour mattered not to them as they searched from stone to stone lighting matches as they read the vital records of this and that departed. A grave matter to them, but amusing to Mr. Golden.

With the passage of the years styles change in tombstones as in anything else. Some local specimens are of a high order redolent of Christian hope, others have more sentiment than poetry, and one is designedly facetious in tone. This is on the monument of a man who all his adult years had been a shoemaker. The punning reference to his trade ends with the line — "He was true to the last."

All funerals are necessarily sad. The pang of parting with children or parents is sometime or other felt by everyone but the feeling engendered by a military burial is particularly poignant. Here, often, the spectacle is one where some young life cheerfully shortened by service to his country being laid away by his comrades in arms. They fire the last volley, and the plaintive notes of the "Last Post" are sounded out in the stillness and echoed by the answering call, and all, in our inmost being vibrate in sympathy with the brass notes.

All in all, Amherstburg is to be congratulated on the pride and care she maintains for the cemeteries. The tree-studded lawns are like a park made for contented rest. Here lie our forbears; in this pleasant spot loving hands will lay us, too, in time. 1938

31

Three Lieutenant-Governors of Manitoba came from Essex County

It seems strange that the Province of Manitoba should have received so many of its leaders from the County of Essex, Ontario, but such is a fact. Among them are numbered no less than three Lieutenant-Governors who have had more or less intimate connection with Essex County. In the order they held office they were: Honorable John Christian Schultz, appointed 1888; Honorable J. C. Patterson, appointed 1895, and the Honorable James Duncan McGregor, appointed 1929.

John Christian Schultz was born in Amherstburg; J. C. Patterson represented North Essex in the House of Commons for a number of years before removing to Manitoba, and James Duncan McGregor was the son of David McGregor, a former Amherstburg resident who emigrated to the "Great West" many years ago.

Before the completion of the Canadian Pacific Railway to the west, the usual route to Manitoba was to proceed through American territory and approach the province by the Red River valley overland from St. Paul. This may be an explanation of the prominence Essex County men attained in the history of Manitoba when one considers that the County of Essex and Manitoba were next-door neighbors, (leaving out of account on the one side of the border the then uninhabited wilderness north of Lake Superior, and the intervening American territory on the other side). Indeed, Amherstburg by its one-time ferry connection with Wyandotte, Michigan, was a point of exit not only to the Canadians of that day hieing themselves westward, but also to many New York State citizens who took advantage of the short cut across the southern Ontario peninsula from the Niagara border to the Detroit River.

In this connection a story has been told in which one of the characters was David McGregor, father of Lieutenant-Governor McGregor. In the time of the story David McGregor was a drover operating out of Amherstburg, and one day while travelling out the Pike Road from the town met an immigrant from New York State, his huge wagon loaded with settlers' effects. One can conjecture only the trials and tribulations afflicting a pioneer moving thousands of miles to a new region, but at any rate our settler was in no mood to extend the usual courtesies of the road — he made no effort to give McGregor a share of the tract. Thus stopped short, McGregor's ire was raised and after a short period of mutual glares the two passed a few uncomplimentary remarks which ended with the settler's challenge to McGregor to make him yield a share of the road. McGregor was a fine specimen of manpower, and had never been bested in a fight, so he indicated his willingness to accept the stranger's dare.

McGregor dropped the check weight to his team and descended to the ground, while the "York Stater" handed his reins to a boy riding with him and also leaped to the earth. From the girth of the other's chest McGregor knew he had his work cut out for him if he was to make the other yield his share of the road, but the appraisal was short for they came to grips.

The pair panted and struggled for some minutes trying various holds and stratagems, mixing in a few blows as opportunity presented itself, but all to no avail — neither could secure the advantage. At length, when both were exhausted, they engaged in a conversation a little more social than had hitherto passed between them, and thus gradually came to a truce. Finally, unlocking their limbs and untangling themselves they got to their feet. As they arranged their disheveled clothes each admitted they had found a match, and that the other was the best man they had ever fought and that the contest was in every way a tie. With this mutual acknowledgement both returned to their equipage and with elaborate bows each ostentiously turned out and passed forever out of the life of the other. Perhaps, to this day, somewhere out in "Ioway" an aged grandfather relates the tale of the mighty Canuck the old man encountered in his westward migration!

In a few years David McGregor himself was to move west. He settled in Manitoba, and at one time had his brother, William McGregor, as partner, but the latter returned to Essex County, and in time, became a member of Parliament. (William McGregor married Jessie Peden, a daughter of the Reverend Robert Peden, an early Amherstburg Presbyterian minister, and became the father of a distinguished family. The late Malcolm McGregor of "Bognie Brae" was a son.)

Upon moving to Manitoba David McGregor identified himself with the livestock industry, and built up a large stock farm. His son, James Duncan McGregor, made even more of a success of the business and his herd of Aberdeen Angus bore a continent-wide reputation made through consistent winnings at the major stock shows. It was a well-merited honor when, in 1929 this prominent agriculturist became the Honorable James Duncan McGregor, Lieutenant-Governor of Manitoba.

John Christian Schultz, the first Essex County man to attain the Lieutenant-Governorship of Manitoba, was born in 1840 at Amherstburg, the son of William Schultz and his wife Isabel Reilly, or Riley. Isabel Riley was the daughter of an early Amherstburg physician, Dr. John Riley. Three other daughters were Mary Riley, who married Captain James Hackett; Elizabeth who married Richard Innes; and Anne, who married Andrew Kemp. The four daughters conducted a private school in Amherstburg about a century ago.

One of his parents died and John Schultz was brought up in the home of Henry McKenney, a half-brother or a step-brother. Henry McKenney married Melissa Stockwell and Polly Botsford. McKenney's home was next-door north of the Sons of Temperance Hall on Ramsay Street. This was the building occupied for so many years by The Echo before moving to the new plant. John Schultz was of an impetuous disposition and a story is told of his youthful days illustrative of this characteristic trait.

It seems that during the progress of a debate in the Sons of Temperance Hall under the auspices of the Young Men's Mutual Improvement Society, the audience was disconcerted by young Schultz bounding up the stairs and demanding of his involuntary hearers, "Who knows how to raise bull pups?" The silence was broken, and the meeting convulsed by Alanson Elliott's repartee, "Ask Henry McKinney; he raised one." It appears that Schultz's terrier had presented him with a litter of pups, and hence his excitement.

Schultz attended the local schools, and then studied at Queen's University, Kingston, where he obtained a degree in medicine. By this time the McKinney family had moved west and located in Manitoba, and Schultz went also. While at college he had become interested in botany and arriving on the prairies he made a collection of prairie species. This collection was later seen by Professor Macoun, the famous Canadian botanist, and was the inducement that caused Macoun to make those exploratory trips through the western country studying the geographical distribution of plants, and indirectly discovering the vastness of the lands suitable for cultivation there.

Above all things Schultz was an ardent Canadian. The government of the Hudson's Bay at that time still prevailed in Manitoba, and Schultz was one of the new-comers most vociferous in denouncing the policy of the "Great Company" towards settlers. About this time, in the early sixties, he bought control of the pioneer western newspaper the "Norwester", and was well on the road to success in rousing public opinion against the Company when an expedient was adopted to bring him into disrepute. This was a charge brought against him, in the fall of 1866, of having failed to pay a debt of 300 pounds sterling. The case was laid over until the following spring at the request of the prosecution, and when the trial finally got under way Schultz attempted to act as his own lawyer but this not being allowed judgment was given against him without further trial.

He refused to pay the judgment, and when in February, 1868, the Sheriff and his men attempted to seize goods at Schultz's trading post to satisfy the claim, Schultz and his men ejected the sheriff. However, Schultz soon after surrendered, and was placed in gaol. A mob of settlers soon formed and their demonstrations were so angry that the authorities released him with the understanding he was to have a fresh trial at the next court. At this next session he was acquitted.

He was, from this time on, even more desirous of changing the government of the territory, and his efforts in a large measure led to the purchase of the Hudson Bay Territory by the new Dominion of Canada in 1869.

Upon the formation of the new government the old inhabitants, under the leadership of Louis Riel, became aligned against the new-comers and when Riel made his attempt to form an autonomous state, Schultz was one of his most vigorous opponents. Once again put into gaol, this time by Riel, he and a companion by connivance of a guard escaped and made the famous trip in the dead of winter to Ottawa, that induced Sir John A. Macdonald, the Premier, to undertake the "Red River Expedition."

This expedition got under way early in the spring, but owing to the necessity of adhering to an all-Canadian route to the scene of the rebellion in Manitoba to prevent the violation of the United States neutrality laws, it was well on into September before Fort Garry at Winnipeg was reached. There was a minimum of disorder, and negotiations were entered into which resulted in the admission of Manitoba to the Dominion before the Expedition had attained its objective. Riel had fled to the States, where he remained until he started the agitation which resulted in the second Riel Rebellion in 1885.

Dr. Schultz played a prominent part in the political and economic development of Manitoba. He was interested largely in promoting legislature and in the Dominion settlement by the building of railroads. He served in the local Parliament, both as member and Senator, and was made Lieutenant-Governor of his adopted province in 1888. In 1867 he married Agnes Campbell Farquharson. He died in April 1896. He always retained an interest in Amherstburg and the Amherstburg Library contains a volume of the "History of Manitoba" presented by him. 1938

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"Bellevue" Plaque Dedication

In connection with the dedication today it is interesting to note the occasion in the past when similar ceremonies have been performed in this vicinity.

This house, one of the finest remaining examples of domestic Georgian architecture in Ontario, was commenced in 1816 and completed about 1819 by Robert Reynolds, the Commissary to the garrison at Fort Malden. "BELLEVUE" was also the home of his sister, Catherine Reynolds, an accomplished landscape painter, who was among the earliest known artists in Upper Canada. Working in pencil, crayon, sepia wash and water colours, she recorded scenes along the Detroit River and Lake Erie, which provide an invaluable record of early nineteenth century life in this region. About thirty of her works are extant, some of which are preserved at local museums.

This lower stretch of the Detroit River saw its first chapel when the Jesuits about 1742 under the direction of Father de la Richardie and Pierre Potier ministered to the Christian Wyandots or "HURONS" at what was termed the Bois Blanc Mission and located about one-half mile south of BELLEVUE. This mission site was abandoned in 1747 and a new chapel was built at Assumption so as to be nearer the protection of the French fort at Detroit. The removal had become necessary because of the unrest among the Indians of the Ohio valley brought about by the activities of French and English traders contending for the riches of that area then represented by the trade in furs. Pagan Indians coming down from the North to take part in the struggle for the Ohio country were first an annoyance to the Christian Indians of the Mission and later a positive menace as their actions in Ohio brought about retaliations, hence the removal. There was a temporary return to the Bois Blanc Mission site but from 1752 the Mission was permanently at Assumption. The Mission farm reverted to a state of nature.

In 1784 the Wyandots or "HURONS" of the area gave to a number of former officers of the Army and Indian Department who had served with them in the Revolutionary War all this expanse of riverfront now comprised in the town of Amherstburg and the township of Malden. To mark out the division lines between the lots a running survey was made commencing at the gully at the foot of present day Alma Street in Amherstburg where a painted post had been erected and thence south along the margin of the Detroit River to Bar Point. The first lot, the future site of Fort Malden and the town of Amherstburg went to Captain Henry Byrd, Commandant of the British Post at Detroit. The second lot went to Captain William Caldwell of the Indian Department. The third lot, that on which BELLEVUE is located, went to Colonel Thomas McKee and the fourth to Captain Mathew Elliott and so on to other officers of the Indian Department as far as Lake Erie.

Captain Caldwell and Captain Elliott settled on their lots and soon had flourishing farms. Elliott had the good fortune to have the site of the former Bois Blanc Mission farm fall as his

share so that the clearing off of the underbrush that had grown up in the interval since the mission was removed wall all that was required to bring the soil into cultivation. Colonel McKee had other lands elsewhere so did not settle on his Malden farm. However, in 1790, in connection with his official duties with the Indian Department he arranged for the removal of a group of refugee Delaware Indians from Ohio who had been under the care of the Moravian Brethern. These Moravian Mission Indians had been attacked in their village by a party of horsemen from Kentucky and over 100 were killed in the church where they had been confined as prisoners. It was the remnant of this group which were conducted to Canada and on the lot of Colonel McKee they made a temporary sojourn. A chapel was built and dedicated, huts erected and a school conducted. This Amherstburg residence was of short duration for the Moravian missionaries made a further selection on the River Thames in Kent County, a site more to their liking as it removed the Indians under their care further from the temptations of civilization. The temptations, we gather, was the demon Rum which it appears was available in Amherstburg even at that day in some abundance.

Thus the ceremony today marks the third chapel to be dedicated on this short stretch of Detroit riverfront.

More immediately we are concerned with BELLEVUE, the residence built between 1816 and 1819 by Robert Reynolds which, by the erection of the plaque, designates it as an historic site worthy of recognition by the Province of Ontario.

The Reynolds family came to Detroit early in the British regime where the father, Thomas Reynolds, was the representative of the British Commissary at that Post. Upon the removal of the British Post from Detroit to Amherstburg in 1796 the Reynolds re-established themselves in the new town. Their first residence was on the site now occupied by the Cooper store on the south-west corner of Richmond and Dalhousie Streets. It was there that Thomas Reynolds died in 1810. He was succeeded in office by his son, Robert Reynolds, who was designated Assistant Deputy Commissary General with headquarters at Amherstburg.

Following the War of 1812 and the return of peace, the building of BELLEVUE was planned and carried out. Its design is known as Domestic Georgian and a local tradition asserts that its designer was Charles Bullfinch of Boston whose rendering of this classic design has given him lasting renown. Another tradition is to the effect that funds for its construction were derived from inheritances originating in the estate of James McGill, the noted Montreal fur merchant. Robert Reynolds had married a widow, Mrs. Thomas Hipolyte Des Rivieres. Her first husband had been a step-son of James McGill and a child of her first marriage was named James McGill Des Rivieres.

The bricks used in the construction of BELLEVUE were made in a brickyard then operating on the banks of the River Rouge near Detroit. A scow was used for the transport to Amherstburg and an old account dated 1816, reveals that 197 men of the 37th Regiment were paid one day's labour for unloading bricks. A list of the carpenters and masons employed in the construction show that many names are yet familiar in this vicinity. Among the artisans we have mentioned among others are Delisle, Breault, Barron, Belaire, Joli, Filion and Bondy. Incidentally this list testifies to the fact that Amherstburg was then an essentially French town in population and speech. Another item that should be mentioned is that Christ Church was being built at the same time and the bricks used in the construction of that edifice were donated by Robert Reynolds.

Upon completion BELLEVUE became the home of the Reynolds family through two generations. Besides Robert Reynolds' wife and children, his sister, Catherine Reynolds, lived at BELLEVUE. Catherine Reynolds is considered to have been the first native-born artist of the Detroit area. Among her paintings is a view of BELLEVUE as it appeared in 1820 shortly after its construction. Another well-known view because it has so often been reproduced is the

"VIEW OF AMHERSTBURG, 1813." In that view her brother, Robert Reynolds, appears as one of the officers depicted in the foreground. Other paintings by Catherine Reynolds are held by museums and collectors in Toronto, Detroit and California. Catherine Reynolds died at BELLEVUE in 1864. Robert Reynolds, the builder of BELLEVUE, died in 1865.

Robert T. Reynolds, M.C., son of Robert Reynolds, the builder, was the next owner of BELLEVUE. He was a physician practicing in Amherstburg but later removed to the United States. He died in Chicago in 1897 aged 86. Like his father before him he had been active in community affairs and he was one of the earliest Superintendents of Education when the Common Schools System was organized in the 1840's.

W. Johnston was the next owner of BELLEVUE. He was an Amherstburg druggist and lived there until 1884 when BELLEVUE was sold to Perry G. Leighton. Mr. Leighton was a noted antiquarian and collector of historical items of this area. One wing of BELLEVUE was called the "RELIC ROOM" and I can recall as a small boy visiting there with one of my aunts and seeing the Indian and Pioneer collection which probably planted the seed which led me to be a museum custodian.

Following the death of Mr. and Mrs. Leighton the estate was sold to the late John G. Mullen of Amherstburg. Mr. Mullen during his ownership restored the building so that it again revealed its original lines and he embellished the grounds. It next came to be used as a convalescent home first operated by the Department of Veterans Affairs and later by Mr. and Mrs. Paul Tetzlaff. Its immediate history you have learned today. May its next century and a half deal as kindly with it. 1962

33

Dr. Fred Park Bicycle "Speed Fiend"

Dr. W. Fred Park, for many years Mayor of Amherstburg, is well remembered for his early adoption of gasoline-propelled vehicles. He was first the owner of a belt-driven motorcycle which he later improved upon (the belt stretched and slipped in wet weather). His second machine, a twin cylinder chain-driven model, was more reliable. Before the days of pavement, the country roads were heavily rutted in three parallel strips, two strips made by the carriage wheels and the third by the horse. On one occasion some mischievous boys at a rural school laid out some fence rails in the tracks and waited for the doctor to come booming along. He struck the rails before he could stop and bounced in the air. No serious damage was done and aside from shaking his fist at our general direction, he remounted and passed on his way.

Later he became the owner of two automobiles both made in Amherstburg. The first was the AMHERST "40" made by the short-lived Two-in-One Auto Company. This was a very sturdy car and with it for many years the doctor successfully combatted the mud, snow and ruts of rural roads in Malden and Anderdon. The BROCK car was built in Amherstburg in the same factory where the Two-in-One car had been produced. The doctor was active as one of the local promoters and when that company folded he saved parts enough to produce a model for himself. A neighbour, Mr. James, assisted him with the building of the body and this car too was long a familiar sight around Amherstburg.

However, few remember that the doctor was a bicycle enthusiast before "gas" driven buggies were common. He was a native of Chatham and in that sport-minded city his youth coincided with the bicycle craze. In his early days of practice he first served in Colchester with an office in Harrow. When the roads and weather were suitable, he used to visit his patients by means of a speedy bicycle. The story is related of him that his reputation for "scorching" aroused the interest of some of the Harrow sports and the doctor capitalized on that by making some small bets daily.

It happened that the doctor had a typhoid patient in the Village of Colchester which lays some miles away from Harrow and this patient was visited each day by him. The doctor would bet that he could cover the distance in a certain time. Miss. Hackett, the telegraph operator at Colchester, taking the time when he left Harrow and noting the time when he passed the telegraph office in Colchester. The doctor always won despite the fact he made the trip a few seconds faster each day.

What those betting against him did not know was that he could have made the trip in still faster time for he would pedal at a good rate of speed to a corner in the vicinity of the Colchester telegraph office where he would pause with watch in hand and when he judged he had just a few seconds to spare in the time bet upon for that day, he would mount his wheels and with a desperate show of energy pass the office, his time again the winner and the result duly

telegraphed back to Harrow his starting place by the unsuspecting judge, Miss Hackett. This went on until some one "smelled a rat" and the bettors shied off.

On another occasion he was in Walkerville with his bicycle waiting for the P.M. local to Harrow. The train was delayed in starting and some of the Harrow boys there were induced to make a bet that he could not beat the train to Harrow. Again the doctor was successful but on this occasion he stated that in places the bad roads slowed him up so the train whistle seemed very close.

In his student days Dr. Park participated in a 100 mile race from Chatham to Leamington and return, and while he did not win he was second or third so perhaps his Essex County dashes weren't too spectacular after all. Naturally enough, he was a persistent advocate of "good roads".

At Amherstburg his interests included photography, horticulture, promoting local history and industry. In 1911 he was a candidate for Parliament in the famous "Reciprocity" election but was defeated but as his party won he had the patronage of the area anyway. He turned to municipal affairs and in the end was Mayor for twenty-six years. NO DATE

34

School Days in Amherstburg

Boys and girls have played along the banks of the Detroit River for more than two centuries. Long ago schools as we know them now did not exist. Few parents were wealthy enough to afford private tutors for their children. Sometimes the sons of the better off farmers and traders would spend a term or two at the Seminary in Quebec. More often the lucky recipients of an education would be the daughters. For most children it was one long holiday.

The nuns of the convents at Montreal and Quebec were frequently from the aristocracy of France and gave the girls sent to them a thorough training in the domestic arts, social graces and services to others that mark the convent-trained girls to this day. Owing to the difficulties of travel and the great distance, no holiday visit home broke the long absence of two or more years. A season or two of gaiety marked by summer picnics and winter balls then followed before the girl would be singled out by some eager suitor and claimed in marriage. Often it would be an officer from the Fort at Detroit or Amherstburg, according to the period with which we deal, who would capture the heart of one of these convent-trained girls and after his tour of duty on the frontier would return to Great Britain or the Eastern States where his wife would grace the best society.

Such a union was that of Dr. George Christian Anthon, a Surgeon to the 1st Battalion, 60th Regiment, Royal Americans who came to Detroit in 1760 with the first English garrison and whose second marriage at Detroit was to his ward, the orphan, Genevieve Jadot, a niece of his deceased wife. Genevieve had for a co-guardian Alexander Macomb, a connection of several local families of the present. She was but fifteen years of age and the doctor was forty-five, but this marriage of, shall we say, early May to late September produced eleven distinguished offspring. Charles Anthon, born after they removed to New York, became one of America's greatest Greek and Latin scholars.

With the coming of the Loyalists in the decade before 1800 a new force began to be felt. The zeal for education was a prominent characteristic of the New England settlers and long before the Revolution "dames' schools" for teaching the elements of reading, writing and arithmetic were found in every settled town. However, life in Upper Canada was not conducive to any settled system of education and from the sparseness of the population and the general poverty, fathers found their sons less well-educated than themselves.

The Assembly of Upper Canada was induced to provide for higher education by erecting Grammar schools and we know that a school of some sort was in Amherstburg in 1812. These taught subjects more advanced than those taught in Common schools. This is the testimony of Major John Richardson, Amherstburg's earliest author, whose bitter memories of the too-strict discipline and inept teaching of the masters were set down in later life. His teachers appear to have been former soldiers retired on half pay or pension and nearly all by their intemperate habits unfit for teaching.

John Richardson was the son of Dr. Richardson, Surgeon to the Military at Fort Malden and grandson of John Askin (who was one of the very earliest British settlers in the Detroit River region). No Amherstburg boy ever laid down his school books with greater relief to pick up the gun of a soldier than John Richardson. Though only sixteen when the War of 1812 broke out he served as a gentleman cadet all through the battles of the Detroit River area until captured after the Battle of Moraviantown when Proctor was defeated and Tecumseh killed. The abrupt ending of his school days was no less if we are to judge by the merits of the books he produced in adult life. His history of the War of 1812, his novels and numerous articles show his mastery of narrative.

In later wars we read of other pupils (and teachers too) who deserted the chalk dust of the school for the burst of gun powder in battle. In the Crimean War some of the pensioners who came to Amherstburg in 1851 re-enlisted and in a few instances were accompanied by their teenage sons. The Boer War claimed the life of Charles Evans, a native of Port Hope and Principal of the Amherstburg Public School. The bullet-torn, blood-stained flag which Evans was carrying forward at the time of his death was a relic preserved by the later Major Thornton Balfour, his companion in the engagement. In the Great War quite a few of the Amherstburg boys were still attending school when they enlisted. Members of the first Agriculture Short Course held in Amherstburg in January 1917 will recall an instance of a student turning soldier. One of the attendants at the class enlisted during noon hour and passing his medical examination by Colonel Dr. Abbott was out-fitted in khaki and came back at four o'clock to be admired by his former fellow students. It was later determined he was underage and he was discharged but again he enlisted this time as a "snotty" in the Navy where he was allowed to serve throughout the balance of the conflict.

A century ago elementary education was dispensed in private schools. The teachers in a private school were paid on a fee basis according to the subjects taken by each pupil. The teachers sometimes to get value for their efforts had to "board it out", that is to live in the various pupils' homes until the value of the tuition was used up in poor fare. This was most often the case in the country. The teachers in town provided their own class room in some cases and were really private and "select" — they did not accept every scholar offering himself for instruction. Such conditions continued as far as elementary schooling was concerned until the Rev. Egerton Ryerson, after two or three years investigating the state of education in Europe and the United States began the modern era in Ontario education by making education "free" and compulsory.

One of the early schools was held in the old Town Hall. This building occupied the site of the present building and becoming unsafe was demolished in 1884. For an interval of five or six years the Kolfage Hall, later Chan's Fort Malden Hotel, was used for municipal purposes. Another school was in a large residence located about where the Stancliff and French greenhouse on Dalhousie Street is now. It was in this school that the Reily sisters taught in succession. As each girl married she was succeeded by a sister until all were married. Their marriages may be of interest and were as follows: Elizabeth married first a Mr. McKenney and second, Christian Schultz (their son was John Christian Schultz, a Lieutenant-Governor of Manitoba); Mary Reily married Joseph Hackett; Isabella married Mr. Ince or Innis; and Anne Reily married Andrew Kemp in 1835.

In 1837 we read that Thomas Park, uncle of the late Dr. T. James Park, donated three lots on Dalhousie Street for a High School but the project fell through after the foundation was built.

The era of private instruction came to an end mostly through the efforts of the great Reverend Egerton Ryerson. About 1844 he was appointed Superintendent of Education in Canada West and set about the task of modernizing methods and instituting general instructions

He made an exhaustive study of educational systems in Ireland, Great Britain, Prussia and in the American states and in his report to the Legislature he incorporated in his recommendations the best features of each system. He had the satisfaction of seeing his recommendations adopted and made into law. Since his time most of the provinces of Canada have used the Ontario system as a model.

The first result of his system in Amherstburg was the appointment of a School Board. The new system was to be inaugurated on March 1, 1851 and in the preceding January the following met to prepare for the event: Horatio Nelson, Alexander Bartlett, Dr. Dewson, John Turk, Isaac Askew and James Dunbar. Peter Menzies was Secretary and John McLeod was appointed chairman. There appears to have been some objection to McLeod being chairman as he was not a member of the Board but he was confirmed after an appeal to Egerton Ryerson.

The Board members were all progressive citizens and short sketches of some of them may be pertinent. Horatio Nelson was the son of Jonathon Nelson who died in Amherstburg in 1830 and his wife, Elizabeth Donavon, daughter of a professor of languages in Trinity College in Dublin. Horatio Nelson was a cousin to Dr. Wolfrid Nelson, Papineau's lieutenant in the Patriot Rebellion of 1837. His wife was Mary Ann Wilkinson, daughter of Captain A. Wilkinson and his wife, Frances Hands. (Frances Hands was the daughter of Sheriff Hands.) Horatio Nelson was first a teacher then a merchant then in the postal service and finally a clerk in the Essex County Court.

Alexander Bartlett was a resident of Amherstburg from 1841 to 1857, and was a contractor and builder. He moved to Windsor when that town began to grow after the Great Western Railroad reached there and he became Windsor's second City Clerk in 1858 and was Magistrate from 1878 almost to the time of his death in the early 1900's. As in Amherstburg, he was interested in educational affairs and was Secretary-Treasurer of the Windsor School Board for thirty-five years.

Doctor Dewson came to Amherstburg as physician and surgeon to the Regulars posted at Fort Malden. He was the son of Major Jeremiah Dewson of the 75th Regiment. Dr. Dewson married Emily Elizabeth Baby who was the daughter of Francois Baby, M.P. The Battle of Windsor was fought in the Baby orchard and Mrs. Dewson was an eye-witness. Dr. Dewson left Amherstburg for Windsor in 1852 where he died in 1866.

John Turk used to run a stage route to Windsor from Amherstburg. He also became a citizen of Windsor and kept a hotel on Sandwich Street. He was a resident of Amherstburg from 1841 to October 1851 and while here conducted, besides the stage route, one of Amherstburg's two breweries. For a period he was also Chief of the Amherstburg Volunteer Firemen.

James Dunbar operated a livery stable. His sister, Miriam Dunbar, became Mrs. Samuel McGee, the ancestress of Mrs. Captain Fred Trotter and Mrs. Walter Wigle. Samuel McGee was a grocer and Police Magistrate for many years.

John McLeod was the proprietor of a grist mill and distillery which he sold to the Hiram Walker Company. The spectacular fire which destroyed the tall wooden building is still remembered by old-timers. John McLeod was a member of Parliament for one term when he defeated Colonel Rankin in 1857. About this time he acquired Bois Blanc Island but not fulfilling all the terms of the grant had it taken from him and bestowed to Colonel Rankin. John McLeod's original residence was the one now occupied by Russel Wigle. At the time of the Ordnance sale when the buildings of Fort Malden had been abandoned by the government both as a military post and mental asylum, John McLeod was the purchaser of the residence built for the Medical Superintendent, Dr. Fisher. This is now the home of Mrs. Malcolm McGregor.

The new Board organized on January 24, 1851 and proceeded to hire six teachers for a term of ten months at a salary of fifty pounds each. Evidently the two month summer vacation

was observed even then. The first teachers were: James Noble, John W. Campbell, James Eugene Maguire, Alexander McMillan, Mrs. Rist and Mrs. Bray. (Captain Eugene Maguire, Ramsay Street, is the son of James Maguire.)

The classes under the direction of the Board were scattered here and there throughout the town so in July they proposed to obtain a loan of five hundred dollars and build some rooms on to the existing Grammar school on Park Street east, and five lots were purchased from Mr. Kevill for a playground. This scheme must have fallen through for we read that the classes occupied rented premises for the next twelve years. During the next few years there were periodic disputes with the Council over levying for school expenses and some salary arguments with the staff. The teachers in some cases had to supply the class room and fuel at their own expense.

The buildings in use for school purposes in this period (as far as can be ascertained now) were the old Town Hall, the Sons of Temperance Hall on Ramsay Street (which was afterwards the first office of the Amherstburg Echo) and two log buildings on King Street. One was a class room for coloured pupils on the site later occupied by the stone King Street Public School and the other was a Separate school. The coloured pupils had originally been instructed by missionaries sent for that purpose by American Abolitionists. After the founding of the Common schools these coloured children were housed in a log building on King Street. Later this log building was replaced by a cut stone structure still standing in an altered form.

Later teachers were as follows: John Underwood, Julia Turner, William Southard, Jacob Taylor, Philip Butler, John Southard, Miss Morton, Miss Christie and from 1879 to 1909 the late John H. Alexander. After teaching for a further period in S.S. No. 1 Anderdon, Mr. Alexander served several terms as Town Councillor and Assessor. He was a contributor to the Echo on local history and part of his notes have been incorporated in this article.

The log building on King Street was on the site of the present Parish Hall and Separate school was held there for many years. The Catholic pupils formed a separate school in 1853 and occupied rented quarters in a log building until the present parish hall was built. This was used until over-crowding necessitated the building of the Richmond Street school now used as St. Rose High School. The parish hall has been called into use for school purposes on occasion since but the most recent increases in the separate school population have been accommodated by building the fine St. Anthony school and its addition. The first Separate School Board was of three members: James Kevill, Thomas Lidwell and Laurent Robidoux. James Kevill was for a long period Amherstburg's postmaster. The post office was in a lean-to structure attached to his residence, Dalhousie Street, next door to Miss Park's home. The late Dr. T. James Park and Miss Park were grandchildren. The letter boxes used by him were originally from the old Detroit post office.

It is related that one of the teachers of the Separate school when it was still in the old log schoolhouse was "Griff" Colborne. His advent changed the discipline formerly prevailing. Boys who had been used to chewing tobacco in school were suddenly confronted with the problem of disposing of the "cud". Colborne's gaze was so all-inclusive that one by one each boy had to swallow the offending tobacco. Another boy had concealed a pipe in his pants pocket but had neglected to empty the glowing heel. The result was a very personal conflagration.

On another occasion in the late fifties on a winter's day the boys of the Public school swarmed out from their class room in the old Town Hall and went the two short blocks down Gore Street to attack the Separate school boys with snow balls. However, their zeal was greater than their number and they were driven back to their own school yard. At the noon recess they did some active recruiting and persuaded some older boys to take a post graduate course with the result after a riotous afternoon in which no classes were held at either school, the honours were

made even. The leaders of this clash were Wheeler Mickle and one of the Bastien boys. Now any school rivalry is settled by a few games.

By 1861 the Board of the Public School was determined to provide a proper school so after threatening the Town Council with legal action they were provided with funds to buy a plot and erect a school. The land was bought from Mr. Archer for $48.00 and was the nucleus of the present site as several times the property has been added to. The stone building was of one storey and opened for use in 1863. Abel and Borrowman were the contractors for the masonry and George Boyle the carpenter contractor. Mr. Abel left Amherstburg for Sandwich where his daughter was for many years a well-beloved school teacher. Mr. Borrowman was a well-known citizen. He was the builder of the residence now occupied by Captain McCormick.

The Board members at the time of the building were as follows: John W. Ridsdale, Edward Anderson, Alex L. Jones, Henry Middleditch and William Strouts. Of the above, John Ridsdale operated a grist mill; Edward Anderson was the local Customs officer and government telegraph operator; Alex L. Jones was a butcher with a slaughterhouse and shop at the foot of Murray Street and was commonly known as "Professor Jones". The "Professor" was Mexican or Spanish and was sometimes a barber. He lived in the house on North Street between Dr. Pierce and Captain David Hackett. Henry Middleditch was a foundry owner. William Strouts was the would-be financier of the new building as he offered to loan $1,000.00 at 10% for ten years but finally the Council came through with the money.

The schools of this period were inspected by local visitors regularly appointed who were Superintendents of Education. Sometimes they were the Examining Board which passed the students from grade to grade and some stories with an amusing angle have been told. In one school all the books offered as term prizes were successively awarded by the grave superintendent to his own bright family.

Another superintendent had only a rudimentary knowledge of algebra and reproved a teacher of that subject when none of the class could give him an answer to the following question. "If a horse cost $100.00 and the buggy $50.00, how much did the harness cost?" He expected an Einstein!

Some too-witty pupils had only themselves to blame when punished for their out of place "wise-cracks". Once when a certain bald-pated teacher was absent-mindedly scratching in the fringe of his scalp he was told to "Chase it up the clearing! It can't dodge up there!" (Lloyd Kemp) was late getting home that time.

Discipline was maintained often by physical fear. One teacher bore the reputation of having eyes in the back of his head by his ability to detect untoward movements in the class while he was writing on the board. Some note passers would be assailed suddenly by his piece of chalk hurled with true aim or even the hard side of the eraser would raise a bump on the erring pupil. The secret of his double vision was the lens in his spectacles reflecting the scene behind against the black of the writing surface.

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until plans were successfully made for the purchase of a site and erection of a High School. The lots on Sandwich Street adjoining the Town Park and used for many years by the Malden and Anderdon Agriculture Society for the staging of their annual Fair were bought in 1920.

(The Agriculture Society moved then to the Pike Road where they bought the old Albert Fox race course. It dissolved a few years later after an existence from 1832.)

A fine brick school was built and opened in 1922. The dedication address was given by the Honourable George P. Graham, the local Member of Parliament at that period. In 1929 the original rather small gymnasium was enlarged so that now the school has a plant fully adequate to the needs of the community. Several graduates of the High School have later found places on the staff. The present Principal is W. K. Sidey, Principal since 1928. He succeeded

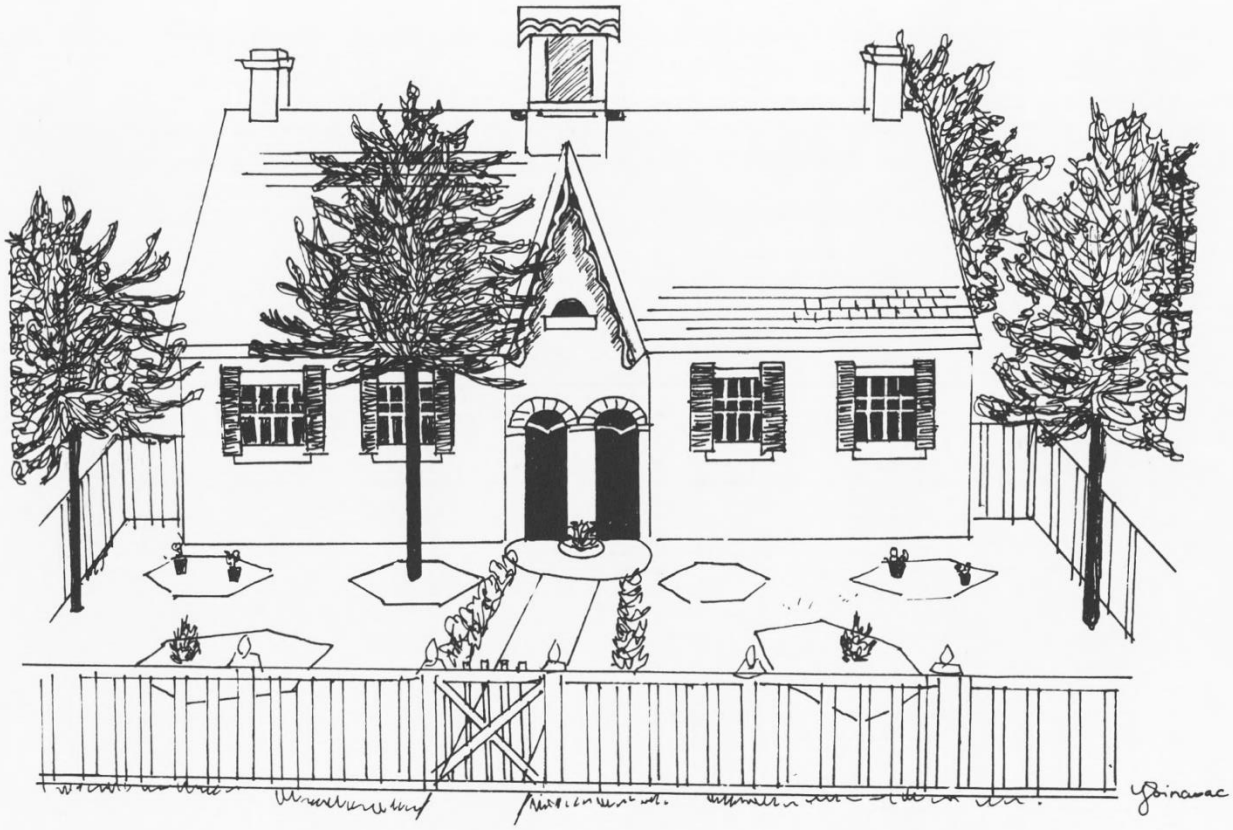
Norman Davies who was the first Principal in the new building. The tragic shock of the sudden death of B. P. Overholt in 1922 is still remembered by many. Mr. Overholt had been Principal of the Continuation School and its successor the High School since 1910.

For a like period in the Public school there has also been but three Principals: Mr. Pearce (Edwin Pearce, D.D.S. is a son); C. M. Ross; and Gordon L. Duffin, B.A. From 1904 the previous Principals had been W. B. Hyatt; Mr. Rymal; D. G. Brison; E. E. Dodson; Mr. Elliott and Mr. Summers. One of the still earlier Principals was Joseph O. Reaume who was Headmaster in 1880. He then left the teaching profession and studied medicine first in Detroit and then in Toronto. He set up practice in Windsor and became interested in politics. He was a Conservative first elected as a Member of Legislature in 1902, finally winning cabinet rank. When it is remembered the doctor had not learned English until about seventeen his success was the more wonderful. A story is told (which may not be founded on fact) that when he attained cabinet rank his old mother was told her son was a minister now. "Oh, Oh," she wailed, "To think my son has joined the Methodists!" Of course, Dr. Reaume was a staunch Catholic and his ministry was in the Department of Public Works.

In 1859 Mr. Malcolm had been Principal of the Public school but he resigned to enter the Christian ministry. If there is a deficiency in the school records of Amherstburg it is found in the small quota of clergymen sent out from this town. There have been numerous doctors, dentists, pharmacists, barristers, etc. but it is said that all the native clergymen can be counted on the fingers of two hands, these few in a period of one hundred and fifty years!

At the same time, one great improvement has been in the matter of cursing and swearing. It is said in the old days sailors always knew when they reached Amherstburg from the vileness of the boys' speech, but happily that particular sin had greatly lessened.

In closing, the writer wishes to thank the old-timers and others who furnished the material which is embodied in the foregoing paragraphs. NO DATE



35

The Dougall Brothers School Amherstburg, Ontario

The firm of Dougall Brothers (James and John Dougall) with shops in Windsor and Montreal, came to Amherstburg about 1840 and built a merchant house on the north-west corner of Murray and Dalhousie Streets, and immediately to the north of the shop they built a one room school-house in which the teacher was Robert Peden, their cousin.

Peden taught the children of James Dougall and some "free" scholars among whom were a number of coloured children. (This was the first "mixed" school in Amherstburg.)

Peden was a graduate of the Glasgow Normal School and continued teaching until he became an ordained Presbyterian clergyman. It was his congregation who built St. Andrew's church, Simcoe Street, in consequence of which the AULD KIRK congregation became so sparse that the church closed down for want of support sufficient to maintain a Minister. (A little later because of doctrinal differences arising in the GREAT DISRUPTION in Scotland, Peden was ousted for heresy and lead the major portion of his St. Andrew's congregation into a new denomination called the Evangelical Union and which worshipped in the AULD KIRK building which was rented for the purpose. Peden became the national leader in the Evangelical Union and was editor and publisher of a church paper, first at Amherstburg later at Hamilton. Peden removed to Hamilton and later died there.)

The Dougall School burned when the Dougall Store was destroyed by fire one winter's night. The fire is supposed to have originated in the tinsmith shop where a stove pipe passed through a partition. The store was not re-built and James Dougall removed to Windsor where he again became established as a community leader. At Windsor he served as a School Board member and as Mayor. NO DATE

36

Fall Fairs

When the harvest is safely garnered and the shortening of the hours of day announce the approach of autumn comes the traditional time for holding Fairs. It is then that the country towns and districts prepare their own version of what the Canadian National Exhibition does on a more grand scale.

All the Fall Fairs are based on some phase of agriculture and all the Fairs of this county are supported by the various agriculture societies. In fact, the holding of the annual Fall Fair is now the chief function of many of the societies. In other days and perhaps in some cases still, the local societies held various field crop competitions, ploughing matches and purchased improved livestock for the enrichment of the local herbs besides holding the annual exhibition. The agriculture societies when first organized emphasized those features and their incomes were spent in premiums to prize winners or in buying blooded stock.

In more recent years the promotion of the annual exhibition has developed in many cases into a spectacle and carnival to the detriment of the purely agriculture features of the Fair. When exhibition buildings and extensive grounds had to be kept up, Fair boards found it necessary to attract large crowds to keep solvent. Thus, horse races, auto races and mid-way attractions took more and more of the income.

The horse races were popular with almost everyone, excepting the anxious mothers who feared their offspring would be the next to make the perilous dash across the track while a race was in progress. It seemed every time the home stretch was reached some child would choose that time to evade the constables and parental surveillance to dispute the passage of the pounding hoofs by flitting across the track to a fancied better vantage point. Accidents during the races were not very frequent but there was some of the atmosphere of a Roman arena for if blood was to be shed we spectators did not want to miss the gory details. Indeed, the horse races became such a feature that in some years of the Fair's existence the exhibitors of more plodding stock complained that the harness horses owners garnered most of the cash otherwise available for premiums.

With the approach of the Fair day the shuttered windows of the buildings would be opened, bunting arranged, displays prepared, hog and sheep pens erected along North Street, while the cables strung to the park's maples were prepared for the lines of cattle and horses. Seeing the pens erected was a preliminary thrill for one knew on the morrow would come the big day when town and country would mingle to gaze and wonder at the attractions offered.

As from time to immemorial Fair days have been harvest days to carnival men. From booths or hawkers about the grounds one was tempted (if very young) by pink lemonade, fluffy air-blown taffy, highly-coloured candied popcorn "with a prize in every package" and other tongue teasers and stomach testers. Those older but not less sophisticated would be attracted

by trays of gaudy gimcracks and cunningly match wits with the proprietors of the games of "skill". These last were a perpetual headache to the Fair officials for if chance was the chief element in a game it might be a gambling device and the Fair board would lose the grant from the Provincial government which grants were contingent on a "clean" Fair. Along the midway too would be found the "instant photographer" who, for ten cents, would deliver in one minute a picture allegedly of oneself, but which would break the heart of an angel. To the all-seeing eye of the artist's camera the pleasant smile on the girlfriend's face was a crooked smirk in the resultant picture, and your own adolescent down became a dirty upper lip. The writer had the experience once of having the photographer himself so horrified by the first results he tried three times more but the end picture, still treasured, succeeded only in keeping me out of both Alcatraz and Hollywood. Some are not very photogenic.

A tour of the main exhibition hall would show worried judges cautiously tasting very green pickles and more happily judging and tasting the culinary efforts of our local specialists in bread, cakes and pastry. Here too would be found the "fancy work" which sometimes had a familiar look for sometimes a masterpiece would appear and win several seasons in a row until some indignant competitor would protest that it was no longer "new".

The display of fruits and flowers gave concrete evidence of the blessings of Nature bestowed on this Sun Parlor of Canada. The aroma stirred the juices of the mouth and by closing time many a fruit plate had only the evidence of a blue card to show that earlier in the day it held five fine specimens. Pies too were known to disappear to find a haven beneath a stranger's galluses. "Snitching" sometimes bears long fruit for a prized strain of white beans received their distribution here from a few beans abstracted from a premium bag at the Chicago World's Fair of 1893!

At the Fair one would meet cousins, aunts and uncles not seen since the Christmas before. Here schoolmates even looked a little strange togged as they were in their best clothes (usually a little tight-fitting for we all grew so fast at that age).

Now the day was about to end, a little sated one had only the onerous task to face of helping get the livestock home. Before the days of automobile transportation this was no small matter, but with various "sashays" over sidewalks and lawns the cows would finally reach the country road and make steady progress homewards. Darkness now added to weariness but at last the barns were reached, feeding and milking accomplished. Another Fair day was over! NO DATE

37

Recollections of the Amherstburg Home Guard First Great War (World War I) and World War II

The Home Guard of Amherstburg was organized as a result of a desire of many citizens of Amherstburg and surrounding rural area to give some support to the war effort, which expression would be otherwise denied them because of their age being over or under the required age for enlisted men.

Major Thornton Balfour of the First Hussars was the prime mover of the local militia unit. Corwin Thomas was his able assistant. The first drill was on a Wednesday evening in the first week of January 1915. It was held in the auditorium of the Town Hall.

After the would-be members were listed by name and a few remarks were made upon the intentions that had been expressed by various persons, drill commenced. This first night we were pure foot sloggers though the drill was cavalry. For instance, in "about face" instead of turning individually in our tracks we gravely wheeled about in units of four just as if we were astride horses. This, of course, because the only drill our instructors knew was "mounted drill". I am uncertain who instructed that first night but Corwin Thomas certainly was one on other occasions. I can see him yet standing on the stage of the old Town Hall forming and reforming some 25 or 30 persons. He was a fine figure of a man, splendidly decked out in a uniform topped by a broad-brimmed "Northwest Mounted Police" hat. (He had been a Mountie in the Northwest.)

Among those drilling were a number who had been members of the Militia at the time of the Northwest Rebellion in 1885, like my father, Walter Botsford, and others who had been members or veterans of the units that had taken part in the South African War as Major Balfour. Among the on-lookers each time we drilled were the newly-enlisted members of the 7th Canadian Mounted Rifles then in barracks in the old King Street school. A few weeks later when that unit was moved to London for further training the Home Guard formed part of the parade on a route through downtown streets and back along Richmond Street to what was then the Michigan Central (later New York Central) station where a special coach was waiting.

A large crowd awaited the departure and there was great excitement, a mixture of patriotic fervor and sadness at parting knowing that many inevitably would never return. Among those leaving were a few Americans who were anxious to experience for themselves the "glory and the glamour" of war, mostly escapists from unsatisfactory realities at home. Remember this was two years before the United States entered the war and these few were but the fore-runners of thousands who enlisted in the Canadian forces before April 1917. More of this aspect later.

Actually many of the "farewells" especially of the local boys, were premature as weekend and final leaves were granted liberally before the departure for overseas.

The Home Guard upon the departure of the Mounted Rifles now took over the guarding

and patrolling formerly performed by the King Street enlistees. I never had any part of this duty as I was under-age (15) but the older men took their turns. Watches were maintained at the railroad yard, the docks, the banks and federal property. By this time Ross rifles had been issued to us and we occasionally had rifle practice, sometimes in company with the regular enlisted men, sometimes by ourselves. I recall the first time I fired the Ross at a practice shoot held in the north moat of old Fort Malden. The east face of the northwest bastion served as a butt upon which the targets were placed and we fired prone from the top of the bank near Laird Avenue. This afforded only about 80 yards range. When 1 "squeezed" (do not pull!) the trigger, the recoil slid me back some inches (so I thought) while the muzzle whipped up. All in all, my seven shots did not make a very impressive score. Meanwhile, I had learned the importance of holding the rifle snug to the shoulder when firing to minimize the shock of the recoil. (I weighed only 130 pounds at that period.)

The Home Guard, after the first excitement, dwindled in numbers but the core remained throughout the War. Before the United States entered the War there was justifiable fear of the actions of German spies and sympathizers. Several incidents, bombings and attempted bombings of factories engaged in war production, showed that all the War was not in Europe. Among the fears was that some German group would raid Amherstburg and seize the arms of the Home Guard and militia. Accordingly, one winter day, some of the farmer members provided sleighs and teams and the rifles and accoutrements were secretly moved from the old Park and Borrowman mill, formerly a barracks building of Fort Malden, down the river to a commodious basement in the residence built by N. A. Coste, but then used as a summer boarding house by Mrs. Young. Among the younger boys of the Home Guard a rumour persisted that one case of rifles, well-greased, had been buried in still another deposit "just in case' something untoward happened to the main cache.

In this connection it should be mentioned that on the outbreak of the War, the first recruits had been barracked at the Park and Borrowman mill but as winter approached more suitable quarters were arranged in the old stone school on King Street which had gone out of use after the building of the new Public School on Richmond Street about 1912. Mr. Park, the survivor of the firm of Park and Borrowman, had died some years before and the business was carried on by his daughters, Miss Nellie Park and Mrs. Aikman with the aid of their father's old foreman, Thomas Lukes. Both Miss Park and Mrs. Aikman had been founders of the Fort Malden Chapter of the Imperial Order of the Daughters of the Empire, and Mrs. Young was a member, and all were friends of Major Balfour. Thus these social connections had a bearing no doubt on choosing a hiding place for the Home Guard arms.

At the end of the War when the "false armistice" news arrived, a parade was hastily organized and the Kolfage band headed the group of happy citizens. It was beautiful mild weather almost like a summer night, and the Home Guard, still without uniforms, marched together for the last time.

I have always looked upon my part in the Home Guard as a very minor contribution to the war effort, but feel I made a more significant contribution when in 1916 from July to December I sailed on the steamer CASE hauling coal for the Pittsburg Dock at Sandwich. This was the season before the States entered the War, but American factories were straining to fill the war orders of the Allies. A great effort was being made to bring down ore from the upper Lakes, and forward wheat for overseas. The CASE was manned by a skeleton crew but we hauled about 1800 tons each trip and we made about thirty trips mostly from Cleveland (but one from Toledo), and so kept the fuel dock supplied. Aboard the CASE while running I was a fireman on the docks while loading I was handling the lines, and at Sandwich unloading I was night watchman to keep the pumps running and water tender.

Referring again to American enlistments in the Canadian forces: Major Balfour was too old for active service in France but throughout the War was engaged in recruiting and escorting groups overseas. Before the States had entered the War he maintained a recruiting office at the Windsor ferry and before these activities ended had enlisted over 1800 Americans. At Amherstburg larger quarters than that afforded by the King Street school were needed so the Two-In-One Auto Factory was pressed into service and here the drafts were assembled that were destined for London and eventual overseas.

My active part in the Amherstburg Home Guard was chiefly sessions of drill and a few exercises en route to target shooting. I left Continuation School because our two hired men had enlisted and our dairy and milk route required my help at home. In 1916, as stated above, I sailed. The CASE was owned in partnership by my uncle Robert Maisey and William Gatfield. They were both employees of the Pittsburg Coal Company at the Sandwich Fuel Dock.

At the close of the season of navigation late in December, 1916, I returned to the farm but soon became ill. First I suffered a severe case of tonsillitis with septic sore throat. This in turn brought on other complications, a kidney infection and a decalcification of a bone near my hip. This was later determined by x-ray examination at the hands of Dr. McLean, who had offices in the David Witney building at Detroit. I recall that I was unable to walk upright and I had my aunt, Emma Botsford, who was a Registered Nurse, accompany me to the doctor's office. We had hired a car to pick me up at the farm so as to avoid the changing otherwise necessary for interurban to ferry to streetcar. By this time the States had entered the War and Dr. McLean had enlisted. I remember he was in uniform when he came into the office. (Overseas, he made a distinguished contribution and was honoured by several governments besides his own. He was a native of Canada.) The treatment finally determined on was a sort of corset, though first a plaster cast had been discussed. I found the first corset not too satisfactory, it had been made by a firm making surgical fittings and the next was made by my mother. This, and its successors, I wore for some years up to the mid-twenties, constantly during the daylight hours at first, and periodically later when I was engaged in extra hard work. Whatever pain I had was mostly a dull ache in my back and was most noticeable at night in bed. I think that was when I acquired the habit of reading in bed, a habit that I still retain. Incidentally, I found that when swimming I was free from pain and could be as active as I wished when supported by the water. Finally, one night on emerging from the water I suddenly felt free from the ache and was able to walk upright without resorting to the corset, so discarded it. However, at times in the years following I would again wear it when haying, threshing or suckering tobacco.

After the War the Militia was re-organized and I became a member of the Headquarters troop in the First Hussars in the Signals section. Our instruction was again in the Town Hall but later we moved to the gymnasium of the new High School opened in 1924. Eventually I received a certificate based on sending and receiving a shaky five words per minute. Soon the High School Cadet movement developed in Amherstburg and the interest in the militia waned.

Upon the outbreak of World War II in 1939, again the Home Guard idea was taken up. A few nights of drill separated the enthusiasts in two groups so that when regular enlistment was offered in the Reserves, only about sufficient for one platoon signed for the duration. We were attached to the Essex Scottish and for the remainder of the War drilled one or two nights each week. On Sundays, joint exercises with larger units were performed. In the long lull before the movement of war began, considerable attention was paid to the finer points of drill and we became quite smart in parade ground evolutions. However, after the invasion of D-Day, the emphasis in our training changed to "all around protection" and "take cover".

Finally, as victory neared, we were part of the honour guard in saluting Major Tilson, V.C. upon his return to Windsor and with victory in Europe achieved, welcomed by the same means the Essex Scottish. NO DATE

38

Horse Racing and Horse Men

Jimmy Harkin, a tailor by trade, was a native of London and a resident on Bathurst Street, Amherstburg. He was fond of horses and James Baker who maintained a small stable of thoroughbreds sometimes employed him to exercise his animals.

Jimmy's seat in the saddle was amusing to beholders as he greatly exaggerated the normal rise and fall even though the horse was but walking. To persons who inquired as to his riding experience he was wont to reply, "He was used to riding, but not much upon the saddle!" Which was more apropos than he knew. On a certain occasion he lost a sow and pigs and quaintly asked those he met if they had seen the strays in words to the following effect, "Did you see a white sow with white pigs, the sow was white and the pigs were white?"

James Baker, his sometimes employer, was a grocer but also had a farm on the 2nd Concession of Malden. This place was equipped with a half mile racing track in after years, at least, and it may have been so at Baker's direction. The races held there lasted until John G. Mullen's time as his race horses from time to time had brushes with other local horses.

James Baker lost a race upon which he had plunged heavily, racing with a stranger whose horse appeared as crow bait, but on the race being run, was the winner. From this blow he never quite recovered. NO DATE

39

Elections

Now that another election is over and fading into the background of memory, it is interesting to recall the history of some former contests and to consider briefly the growth of our parliamentary institutions.

In the days of the ancient there came a time when local or national interests required a legislative body whose findings in the form of laws would be binding on all. There, all who were regarded as citizens could appear and through debate and their vote decide questions at issue.

Very early in the history of assemblies there was developed the principle of the Majority. It was seen that no stable government was possible when every question to be decided required unanimous consent. The submergence of the idea "every man a King" was the first step away from anarchy. The acceptance of the will of the majority as binding on all is a necessary part of Democracy.

Another principle that was accepted was that of representative government. When the community or country became so large that it was impracticable for every citizen to attend and be heard in Assembly, some few chosen from the mass of the citizenry were elected to represent those remaining at home. Thus our modern Parliaments, Legislatures and Congresses were brought into being.

But beside the representation of persons, there is another kind of representation based on area. That is the representative speaks for a certain region as if the region had personality. Examples of regional representation in modern days are the Senates of the United States and Canada.

In Great Britain the House of Lords has near the same functions of our Senate. It is a remnant of feudal times. Originally the nobility were always holders of vast estates, but now it is possible to be a member of the House of Lords without owning any large tract of the realm. The English Lords represent no one but themselves, but the Scotch and Irish Lords represent the nobility of those countries, not all the Irish and Scotch peers having the right to sit in the House of Lords. The above-mentioned Lords and the Lords Temporal for the national church of England, the Anglican Church, has some Lords who speak for it who are called the Lords Spiritual. This representation of a special interest has a counterpart in the Imperial House of Commons where the graduates of the great Universities of the Kingdom elect representatives.

During the feudal age the rights of the common people of England were in abeyance but with the passing of that system the people of the realm as distinguished from the nobility reasserted their ancient rights and successfully claimed new powers for themselves so that representative government in the form of the House of Commons became the predominant branch of the British Parliament at the expense of the House of Lords and the Sovereign's

prerogative. All modern democracies under monarchies are patterned after it.

In France, Napoleon at one time had a Senate composed of those eminent in the Arts and Sciences. Benito Mussolini, the Dictator of Italy, has followed with a similar body in his regime in Italy. However, time and experience have shown that pre-eminence in affairs outside the walls of parliaments is no guarantee of brilliance in forwarding legislation or administering public business. The truth is that the art of government is an inborn gift which some men possess to the exclusion of others, just as it is not given to every person to attain achievement in music, art, et cetera.

In France after the decay of the old feudalism progress towards representative government was less rapid than in England. In theory, at least, the Three Estates governed the country but under the later Bourbons, no meeting of the Third Estate (Commons) was called for a century and a half. The Bourbons, whatever their faults, had a genius for government and under their guidance the French people continually improved in internal welfare and European influence and were content. This happy state of affairs ended with the Treaty of Paris by which France lost to Great Britain and Spain most of her overseas possessions. Exhausted financially by the long series of wars, the people of France were summoned finally in an election of the Third Estate. This was the start of almost a century of political flux in France which saw three republics and two restorations of monarchy. However, since the abdication of Napoleon III following the France-Prussian War of 1870, France has emerged as one of the world's great democracies.

In the cession of 1763, France lost in America the province of Louisiana to Spain and the provinces of Acadia and Quebec to Great Britain. This region along the Detroit was at that time a part of the latter province. It had been administered under the French regime by Subintendants acting under the Intendant at Quebec City. There was no representative government and for almost thirty years the British successors followed the same plan. In the place of the French Intendant, the Governor General and the Executive Council administered public affairs by applying English or French law as the occasion seemed to demand. At Detroit in place of the long line of Subintendants, the current commander of the military post exercised the functions of local governor. It appears there was a council appointed from the local gentry to advise him with a more or less permanent secretary.

For almost thirty years this region remained in the domain of Quebec and was administered much as it had been in the days of the old regime, but with the coming of the Loyalists the demand arose for the institution of parliamentary government. This resulted in the Constitutional Act of 1791 which divided the province of Quebec into Upper and Lower Canada with separate legislatures. This separation obtained for about fifty years when as an aftermath of the Patriots' Rebellion, the two legislatures were combined and the territories were known as Canada East and Canada West. This unwieldy arrangement came to an end with the Confederation of the provinces of Nova Scotia and New Brunswick with the Canadas, Canada West taking the new name of Ontario and Canada East reverting to the old name of Quebec.

Citizens of a country on which the Sun of Democracy shines have varying predilections: some face the morning rays and see therein the promise of the future; others bask in the full noontime fervor and are content; some stand in the ruddy rays of sunset and see the morrow in the light of past days; and some, it is averred, are receptive to the rays only when reflected from the moon! Thus radical, liberal, conservation and "crack-pot" views give rise to the differing political parties.

The first election of the Legislature of Upper Canada was held in the summer of 1792 and was not conducted on party lines. The Tory and Whig principles of the former citizens of the Thirteen Colonies had not yet jelled in the new land. When the Legislature met a Newark with all the formalities a pioneer settlement could muster and proceeded to business, a few of the

members found themselves quite often on the negative side in opposition to the "Government" side. Thus arose two parties.

The active supervision of the administration was in the hands of the Executive Council who were Crown appointees, and their supporters in the Legislature were the "Government" party. From the frequency of persons related to the Councillors receiving lucrative positions the term "Family Compact" was applied to the ruling party. The opposition, form the reforms they advocated, were called "Reformers". Old-timers up to a generation ago often still referred to themselves as supporters of the "Government Party" but the long tenure of Sir Wilfred Laurier's administrations ended the practice. But still one hears occasionally an old-time "Grit" or Liberal calling himself a "Reformer."

The first division of Upper Canada into counties was made by the proclamation of the first Lieutenant Governor, Colonel John Graves Simcoe. There were nineteen counties grouped into sixteen ridings for representation of the legislature.

The first boundaries of Essex County reached further to the east than is the case today, the eastern boundary being "the portage from Point aux Pins to the Thames, on the south by Lake Erie, on the west by the Detroit River to Maisonville's Mill (Walkerville) thence easterly on a line parallel to the shore of Lake Ste. Claire at the distance of four miles until it meets the Thames". Kent County comprised all the lands not included in other counties (not being territories of the Indians), northward to the territory of Hudson Bay and westward to the limits of Canada. The settlement in the present state of Michigan and the settlements along Lake Ste. Claire in Essex County were thus in Kent. Probably as a result of the Jay Treaty, the boundaries of Essex and Kent were adjusted, Essex becoming much as it is now, but as a judicial district taking over from Kent the vast reaches to the north and west. As late as 1819, Sandwich as the county town was held to be the proper place for the trial of the Earl of Selkirk for the Red River troubles.

The first member for Essex County also represented the County of Suffolk, a designation that has passed away but apparently Elgin County is the present-day successor. David William Smith, land surveyor, stood for the Essex and Suffolk ridings. If he was opposed the records do not give the name of his opponent. The Returning Officer was that man of many parts, Richard Pollard, who was first a fur trader and later Sheriff, Register, Probate Judge and Rector of the first Anglican Church.

The Essex election was held on August 28, 1792 and the hustings were erected "near the mouth of the river." "Open" voting rather than by ballot prevailed then and for many succeeding elections and despite the fears of David Smith that he might be rejected as his employment kept him away from his constituents, he was duly elected. In later legislatures he became Speaker of the House and Surveyor General but represented other constituencies in place of Essex. In the Second Parliament he represented the third riding of Lincoln, in the Third Parliament for two sessions he represented the counties of Norfolk, Oxford and Middlesex. But here family fortunes intervened and he returned to England where he married for the second time and was made a baronet. His residence in Canada had been at old Niagara and was a fine Georgian style mansion. This building was destroyed during the War of 1812.

The Kent elections had been held on the 20th day of August and resulted in the election of two members, William Macomb, trader and owner of Grosse Isle, and Francois Baby, whose farm home in later years was to be the centre of the Battle of Windsor. Dr. Dewson, an Amherstburg physician from 1852 to 1864, married a daughter of Francois Baby.

In the Second Parliament 1797-1800, John Cornwall, farmer of the most westerly of the Colchester-Gosfield lots, was the member for Essex. The two Kent members are given as Captain Thomas Smith and Captain Thomas McKee. The latter was the son of the celebrated

Loyalist and Indian Agent who fled to Detroit in the Revolutionary War with Simon Girty and Mathew Elliott. The father had a farm on the Thames and his son, a farm where the C.I.L. Salt Block property is now. McKee Sr. died of lock-jaw in 1799.

In the Third Parliament 1800-1804, the Essex boundaries were changed by including the shore of Lake Ste. Claire and the increased population gave the riding two members who were Mathew Elliott of Amherstburg, and McKee, the former member for Kent. The Kent member was Thomas McCrae.

In the Fourth Parliament, the Essex members were Elliott and David Cowan, vessel owner. The Kent member was John McGregor. All three resided or owned property in Amherstburg or vicinity. NO DATE

40

Recollections of Early Essex County Automobiles

On a visit to Detroit I recall seeing a steam-powered car stopped on Woodward Avenue being re-fueled with its fire door open. The driver was at the back of the car attending to its needs. At this time there were both horses and cars in plenty and all contending for space with the street cars. In summer the horses were equipped with nets to keep the biting flies at a distance. Pollution in that period was the manure left by the horses and to combat this nuisance there was a squad of white-uniformed men with brooms and dustpans and hauling a two-wheeled cart to hold their gatherings.

My first automobile ride was about 1908. 1 am not certain of the make. It was not a Model T Ford even though the driver was Gordon McGregor, General Manager of the Ford Motor Company of Canada. It was a five passenger car though on the occasion of my first ride there were several extra passengers. The car had a bulb horn, brass head-lights, no doors on the front and a folded down top. Mr. McGregor took off from the Botsford farm, proceeded through Amherstburg and then headed down the riverfront road. We occasionally met a frisky horse and when that happened the car was stopped and the motor idled until the driver managed to get the frightened horse past us. However there was one horse and buggy with a lady driver who could not manage so Mr. McGregor stopped the motor and he himself led the horse past us.

Mr. McGregor decided it was now dark enough to need the headlights so turned on the valves of the Presto-Lite tanks, struck a match and the road ahead was bathed in light. The road was very sandy and seemed to get more so the further we went so Mr. McGregor turned around by backing in a farmer's lane and we returned home thrilled to the bone with the experience.

Malcolm McGregor founded the Detroit College of Law and was actively connected with the Ford Motor Company. Gordon M. McGregor became the first General Manager of the Ford Motor Company of Canada; Walter McGregor became a Windsor lawyer and capitalist; and William D. McGregor became a capitalist. The Wagon Works became the first site of the Ford Motor Company of Canada and its value was exchanged for Ford stock. In organizing the Ford Motor Company of Canada it was difficult to raise capital so Gordon McGregor solicited his Amherstburg cousins eventually making them wealthy through stock splits. The first dividend was 35%.

On two occasions Amherstburg residents had a chance to emulate Henry Ford when shares were offered. The first offer came in 1912 when an American came to town with plans for what he called the "Two-In-One" automobile. The design called for a combination tourist car and pickup truck. The idea was on Sundays you had a regular car to go to church and on weekdays you removed the rear seat and placed a box in its place.

Sufficient stock was sold to enable the company to build three cars. The first car was built in the former Pulford Carriage Shop on the south-west corner of Simcoe and Sandwich in Amherstburg. Meanwhile, the Town fathers had held a plebiscite about giving aid to the new company and it was approved by the voters. A good-size factory building was erected and some machinery purchased when capital dried up and the enterprise was abandoned. The three cars that were completed were sold to Colin Wigle, Alfred Woods and Dr. Fred Park. None of them made use of the pickup feature. When the company went into bankruptcy an auction sale of the assets was held. My father bought frames, steering gears, rear-axles, two radiators and two brass cut-out emblems saying "Amherst 40". My father's intention was to have a handy man complete the cars but this was never done as the First Great War intervened.

In the early 1920's another opportunity to get into the automobile business came when William Stansell came to town. He had plans for an automobile of advanced design. His engineer was a Mr. Tarkington, a brother of the American author who wrote the Penrod stories. As far as I know only one car was completed. It was a quiet, smooth-running vehicle. I recall seeing Mr. Tarkington place a pencil on the hood and then rev up the motor without displacing the pencil. This one car was produced in the factory originally built for the "Two-in- One". (During the First Great War the building had been a recruiting depot and had housed a company of the 99th Battalion.) This vehicle was called the "Brock". William Stansell was essentially a promoter and among his gifts was the gift of gab. He was a very persuasive talker.

After the passing from the scene of the "Brock" a glass company located in the auto factory. They proposed to make automobile and plate glass by drawing the molten glass with an iron bar directly from the furnace. The process was never put to a satisfactory test as only a single sheet was drawn and this was deliberately broken by the inventor. He left town the next day leaving quite a handful of disappointed investors.

When I was a boy of nine or ten 1 would spend part of my summer holidays in Sandwich. There I met, through my cousin, a couple of inventors. One, a Mr. Maxwell, was the inventor of resistance wire. The other inventor was a Mr. Bulmer. I was greatly impressed to be in the presence of two such men gifted beyond men of other talents. I think my respect for inventors stemmed from a family connection with Thomas Alva Edison. My great-aunt (by marriage) was a first cousin of Edison, their mothers being sisters.

Bulmer resided in Sandwich in a house near the shore of the bay. When I knew him he was well up in years. He was pointed out to me as an inventor. That designation put him on a high plane to me. I had not seen a live inventor but 1 had heard of Edison. I was about ten years old. His current invention was a tea kettle that had the lid off set so it could be filled without getting burned. I recall seeing some kettles of that design in the shops so I suppose it was marketed.

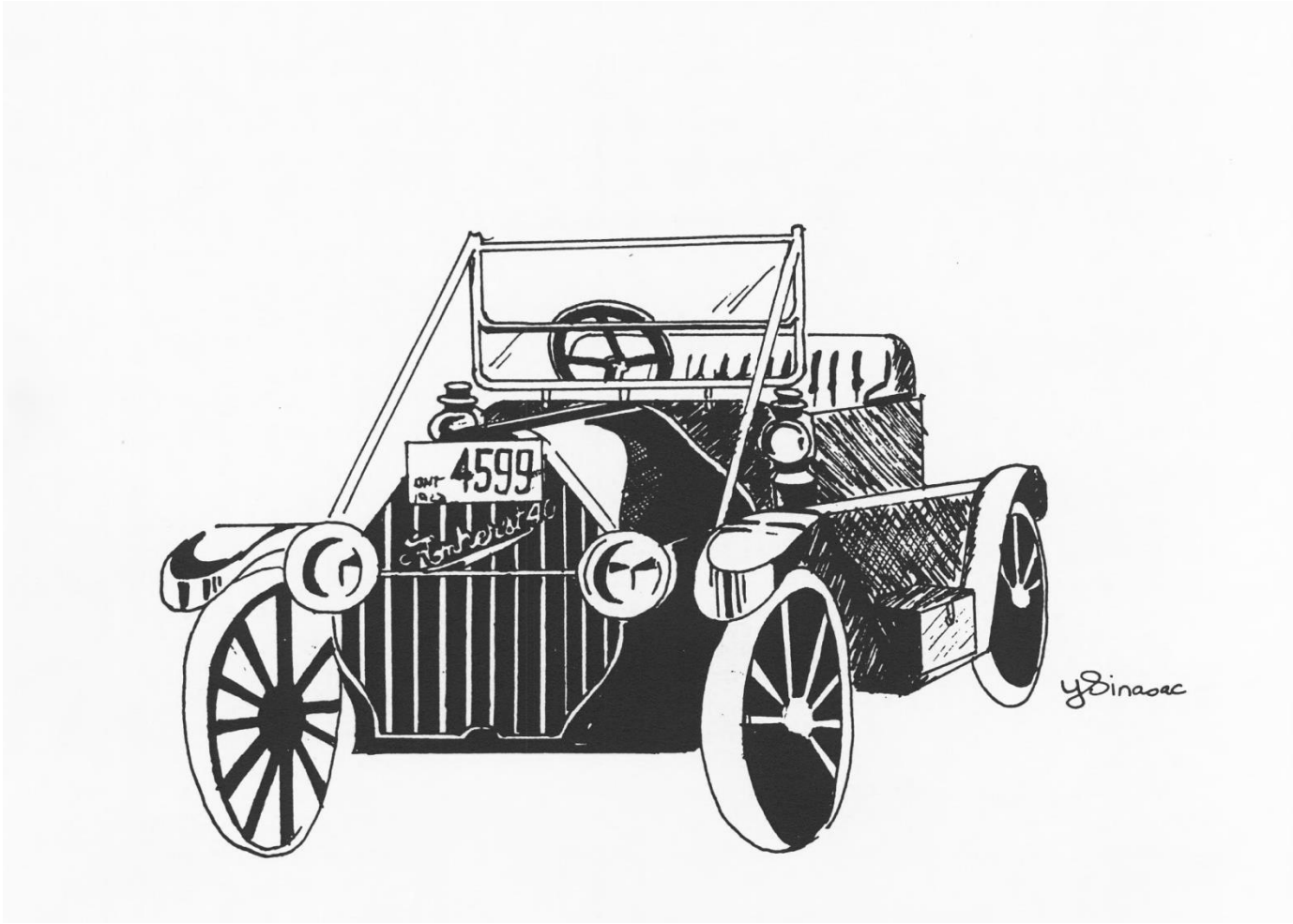
Cars of Canada has this to say of Bulmer — . . . "A jack-of-all-trades, Bulmer made himself self-sufficient in almost everything he undertook. Born in Sandwich, Ontario he moved to nearby Windsor as a boy. By age 15 he had built a steam yacht for a Jackson, Michigan man. In 1886 he built Windsor's first steam boat holding 200 people and had his own shipmaster's certificate.

Bulmer also like to take his family for Sunday trips in the country. Feeling sorry for the horse which had to toil over the hot, dusty road, he set to work in his shop at 75 London Street West to build a steam carriage. The job took six months, fast going considering that Bulmer did all the designing and made all the parts. Although the date is unknown the machine was probably finished a few years after the turn of the century.

Bulmer's steamer had a 50-pound marine engine under the two passenger seat and a boiler of 400 pounds pressure. The vehicle carried 18 gallons of water and enough gasoline to run the engine for 100 miles at 20 miles per hour. The chain-drive was used for amusement for

about a year becoming a familiar sight around Windsor before falling into disuse.

A remarkable man, Bulmer also worked as a carpenter (he built houses), a plumber (he invented a gas burner of notable efficiency) and an undertaker (he built his own hearse). He invented a non-scaling copper tea-kettle that filled on the side. He also ran a furniture factory in Sandwich for which he made much of the machinery." 1977



The Amherst '40' Built in Amherstburg in 1912

41

Recollections of Masonic Worthy Masters Thistle Lodge No. 34, Amherstburg

I joined the Lodge in the early 40's having made application through George Mickle, one of my distant cousins. We both descend from William Mickle who was my grandmother's grandfather. A year or so later I became a member of Prince of Wales Chapter No. 71.

In Thistle Lodge I started through the chairs and advanced as far as Junior Warden (similarly in the Chapter I was also advancing through the offices). I found the burden heavy so dropped from further advancement in Thistle Lodge but continued through the Chapter to First Principal. I was Junior Warden of Thistle in 1949 when the Lodge celebrated its centennial. In the Chapter upon the completion of my term, I received a Past First Principal Jewel.

My father was not a Mason but instead at the age of eighteen in 1884 was received into the Independent Order of Foresters at the hand of its founder, the celebrated Iroquois, Dr. Oronhyatekha. At his death in 1958 he was among the very long time members, some 74 years.

Walter Knowlton Sidey was Master of Thistle when I was initiated. He was then Principal of General Amherst High School.

Of the Masters of Thistle living in my time I have recollections of many. Some of them were Masters before my birth but, of course, they were among Amherstburg's citizens for many years after so I can number them in my memory. The first of these in point of time was T. J. Harris. He was known to everyone as "Thad" and presumably his whole first name was "Thaddeus". When I knew him he was a grocer on Murray Street. Earlier he had been a carpenter but had sustained a fall in which he was so injured that he afterwards had a pronounced limp. The grocery business came to him through his wife's mother who had commenced business at the same site many years before as a confectioner. He was succeeded in the business by his son Charles.

The next Master I can recall was George T. Florey. He was also a grocer and his specialty was the supplying of vessels who at that time called with some regularity at Amherstburg to replenish their fuel supplies. He was Master in 1891 succeeding T. J. Harris.

William T. Wilkinson was Master in 1893 and he was also, like my father, a member of the Independent Order of Foresters. I recall that for many years he was Financial Secretary of the Foresters and a very good friend of my father. His trade was that of harness-maker and as long as horses were around in some number he maintained his shop. He was the only surviving son of the family and tenderly cared for his mother. He remained a bachelor though observers claim he could have married two Amherstburg belles both of whom were single when he died.

H. B. Callender, Master in 1894, I never knew. He was a school teacher and in Amherstburg he boarded at the home of my great-aunt, Mrs. Daniel Botsford. She thought highly of him. He married while in Amherstburg a daughter of Daniel Wigle. While at the

Museum I had the pleasure of meeting his granddaughter, Mrs. Rostie, of Guelph and Ottawa who presented an "autograph" quilt to the Museum. This quilt was a present from Dan Wigle to his daughter at the time of her marriage. The quilt bears the names of a cross-section of the area as it was in the 1890's.

R. R. Brett, Master in 1895, afterwards removed to Essex where he was editor of the Essex Free Press. I remember seeing him on various occasions on his visits to Amherstburg where he used to shop with the Gotts, his cousins. He was a little man, very energetic, and a friend of my father. They were both great Liberals and I recall that when they met the subject was generally some aspect of current politics. It was somewhat ironic that Mr. Brett's nephew became a Member of Parliament in the Conservative interest.

Thomas J. Salmoni, like Mr. Brett, left Amherstburg. He settled in Kingsville where he became a grocer. He told me his first "break" was when he obtained the grocery orders of Hiram Walker's summer resort hotel, the Mettewas, at Kingsville. He was Master in 1896 and 50 years later in 1945 was honoured with the appropriate jewel. He was among those present at the Thistle Lodge centennial. His father, Mark Salmoni, had been Master for four terms back in the 1860's.

Dr. Thomas Hobley, I can barely remember. He lived next door north of my Aunt Kate Botsford's place. He died in 1907, survived by his widow, a very lovely lady. They had no children. Mrs. Hobley had a nephew who stayed with her at times. She re-married and her second husband, Archibald McNee, was the publisher of the Windsor Record, the predecessor of the Windsor Star (formerly the Border Cities Star).

John G. Huston, I remember to a small extent. I recall his widow and daughter better. When I used to help my father on his milk route in Amherstburg I often took the milk in to the Huston house, She ran a boarding house. It was very popular in the summer with many of the guests being from Detroit. They came mostly on the Bois Blanc boats. Among Mrs. Huston's patrons were members of Finzel's Band who used to come over from the island for their noon meal. (For many years Finzel had the exclusive contract to furnish dancing on the Bois Blanc boats and the island Dance Hall.) Huston was Master in 1902 and 1903.

The next Master was E. J. Haynes. I cannot say that I have a distinct recollection of him. He was a foundry man, I think in partnership with another, and had a small red-painted foundry on his lot at the north-east corner of Sandwich and Alma Streets. My father or grandfather I recall had a supply of plow points made up by the Haynes Foundry. The foundry has been long gone. Mr. Hayne's son, I knew personally. He was for many years with the U.S. Corps of Engineers and was a good friend to the Museum often directing relics that way.

C. Christiansen was the next Master (1904). I had no personal acquaintance with him but have seen him many times as he built a residence on Alma Street and was interested with my father in promoting the building of the Alma Street sewer. He was a sailor and had charge, if I remember correctly, of one of the Lightships anchored near the mouth of the Detroit River. When I commenced my studies at the Continuation School (1914) his son was a member of one of the senior classes. In after years he became a dentist with a practice in Detroit. He was a tall blond boy. I think his father, "Con", was a native of Scandanavia.

In 1905 Arthur Wesley Marsh, 'A.W.", was Master. He and his family were well-known to the Botsfords. I attended Sunday School with his two children, Helen and John. My father was the milkman of the Marshes. My first recollection of Mr. Marsh was when he offered to show me the working of the Amherstburg Echo press when I was with my father, but I was very young and shy and somewhat frightened by the thumping of the press in the back so refused his offer. The Echo office was then on Ramsay Street in a building since razed which the old- timers referred to as the Sons of Temperance Hall. In my early teens when Mr. Marsh was president of the Amherstburg, Anderdon and Malden Agricultural Society, I helped him draw

up a prize list for young people with heavy emphasis on pioneer crafts and history. Later about 1918 when the Junior Farmers first became active in the Amherstburg area and I was secretary, Mr. Marsh assisted us on many occasions. He was editor of the Echo and his partner in the business was John A. Auld who was the printer and also a good friend.

Steve Johnson was Master in 1906. He was a grocer on the corner of Murray and Bathurst Streets. He died soon after leaving a young son. I have seen him but have no particular recollection of him. My impression is that he was tall and dark. My father knew him and often spoke regretfully of his early death. I believe he died from typhoid fever then a very common ailment before Amherstburg was provided with filtered water.

The next Master was Dr. W. S. French, a dentist. He was Master in 1907. For many years he was the only dentist in both the Amherstburg and Harrow districts and enjoyed a wide practice. His wife was a daughter of John Allan Auld of the Echo. Their one child, a son, Charles French was about my age and when I was young and would visit my great-aunt Kate in town, we would play together as young Charles French lived near. Dr. French was a very gregarious personality. He was seemingly always in good humour, fond of relating anecdotes. Dr. French advanced to District Deputy. He died in the prime of life from the effects of a cold caught at the funeral of his mother.

Ed A. Patton was the next Master (1908). He also served again in 1915. He was a farmer on the Malden riverfront. His wife was a Mickle, one of my father's distant cousins. The farm was sold to a syndicate interested in the production of silica sand for glass-making but nothing came of that promotion. Mr. and Mrs. Patton then built a fine residence near the old farm where he died not long after.

Charles Riley Hackett was Master in 1909 and still lives as this is written (February 1965). He, of course, on the 50th anniversary of being Master received his jewel. He is one of the few mariners on the Great Lakes who hold both an Engineer's and Captain's license. Most of his career was confined to the Detroit River where for some time he had a tugboat. He was one of the Keepers of the Bois Blanc Lighthouse, a position held by his family from 1836 when the light was first placed in operation. The first Hackett keeper was his grandfather, Captain James Hackett, followed by the youngest son, Joseph Hackett, then by his widow and lastly Captain Charles Hackett. My first acquaintance with Captain Hackett was at the Fall Fairs where he was an exhibitor of White Wyandotte chickens. Later, when I first went to the Museum, he was a member of the Fort Malden Management Committee which had been organized to assist the local member of Parliament of the time (Murray Clark, Harrow) during the building of the first building. He has been retired for many years. Through his mother he was a cousin of the First General Manager of the Canadian Ford Motor Company, and became wealthy through being one of the early stock-holders.

Ed R. Lewis was Master in 1910. He was one of the Corps of Engineers, U.S. Army, that had charge of the improvements to navigation in the Detroit River. At that period several contracts were in process of completion and his office was a busy one. On account of this "river work" (as it was locally called), the U.S. government maintained a Consulate at Amherstburg for the convenience of the numerous Americans employed on the projects. One of the innovations was survey work carried on in the winter by crews composed mostly of local young men. Water depths were taken by drilling holes through the ice and thus a very accurate check could be made of the amount of material removed by the contractors from the shoals and channel bottoms. Mr. Lewis resided on the riverfront just below the town. I had no personal acquaintance with him but got to know him by sight.

William F. Jamieson, Master in 1911, was a grocer in the old Burk Block, Gore Street at Apsley. I recall his part as an end man in a minstrel show about 1911 or 1912. He took part in a "cake walk" with a lady partner that was one of the highlights of the night. He married and

had one daughter, Mrs. P. S. French of the florist firm of French and Stancliff.

Fred J. Maloney, Master in 1912, was a native of Amherstburg and a descendant of one of the Fort Malden soldier families. Mr. Maloney was an accountant and for nearly all of his business life was associated with the John G. Mullen coal and fuel dock firm. He was a very kindly gentleman and was a good friend to the Museum. I had a nodding acquaintance with him from my boyhood, as my father was his mother's milkman and in the summer I often helped out on the milk route. He married rather late in life to a Miss Maguire also descended from a soldier of the old Fort. They had no children and his last days were clouded by the long and fatal illness of his wife. Mrs. Maloney was auburn-haired and a very beautiful woman. My first recollection of her was when she was a telegraph operator in the local office.

F. J. Lovegrove, "Fred" to his many friends, was another accountant. His grandfather on his mother's side was Sergeant Joseph Taylor who came to Amherstburg in 1851 with the Fort Malden Pensioners, and after the death of Major Rodgers, the first commander of the colony, he had charge. Fred removed from Amherstburg and was employed by the Mullens in their fuel dock operations at old Sandwich. I did not make his acquaintance until I was at the Museum, but I knew his mother, sisters and brother very well, as I was their milkman for many years. Mr. John Lovegrove, the father, was a native of London, England, and before coming to Canada was employed in a government office concerned with the finances of Edward, Prince of Wales, the son of Queen Victoria. He told that upon one occasion when the Prince was at the office a sudden shower of rain prevented his departure until Lovegrove offered the loan of his umbrella. The Prince insisted that Lovegrove accompany him as he could see that Lovegrove also was ready to depart, so the two, both very short men, "toddled off" together in the shelter of the one umbrella — quite a comical sight to observers.

Mr. Lovegrove used to tease me by alluding to the alleged cry of the London milkmen who would call out on their rounds, "thrice-skimmed sky blue" implying the milk from our Holstein dairy was similar lacking in cream. Fred Lovegrove's brother, John H., was a life long grocer and known to everyone in the Amherstburg area as "Joe". Shortly after my marriage, my wife and 1 met him on the street, he congratulated me and kissed my wife. A few days later he died suddenly and I could not resist the opportunity to point out to my wife the lethal quality of her charms. Fred Lovegrove was Master in 1913, and when the First Great War broke out the next year he enlisted and was commissioned an officer. Upon his return from overseas, he married and became the father of three children. 1965

42

Prince of Wales Chapter, No. 71 Royal Arch Masons Amherstburg

75th Anniversary

Masonry along the Detroit marks another milestone as Prince of Wales Chapter celebrates its 75th Anniversary with a dinner on March 31st.

The present Chapter of the Royal Arch Masons was inaugurated under dispensation on December 6th, 1875. Two days previously, in Key Stone Chapter, St. Thomas, the three Principals had been invested. They were GEORGE C. ROBBINS, First Principal; GEORGE GOTT, Second Principal; and THEODORE J. PARK, Third Principal, and at the first convocation they were assisted by ROBERT J. SCOTT. Scribe E.; JOSEPH TAYLOR, Scribe N.; JAMES HANNIN, P.S.; WILLIAM MORROW, S.S.; J.J. BOYCE, J.S.; BRICE SAMPLE, Janitor; and JAMES GOTT, Treasurer.

These Masons were all well-known figures in the community at the time, and among them were business men, railroad workers, farmers, and Pensioners. The First Principal, GEORGE C. ROBBINS, was a mine promoter with interests in the American West and an amateur astronomer. His wife was a sister of ARTHUR HUNT. GEORGE GOTT, the Second Principal, was a son of JAMES GOTT, the treasurer, the "grand old man of Masonry" in the district, while THEODORE J. PARK, the Third Principal, was a merchant, fuel dock operator, vessel owner and the builder of the Lake View Hotel.

JAMES GOTT was born in Ireland about 1802 and lived to become the oldest Mason in the area. In 1890 when J. ROSS ROBERTSON was compiling his HISTORY OF FREEMASONRY IN CANADA, MR. GOTT related his researches in the history of the first Lodge and Chapter in Amherstburg, Adoniram No. 18. At that date he was the only living Mason with some connection with this first Chapter, he having located the original Minute Book in 1850 in the custody of LYMAN HUBBELL of Colchester. Adoniram Lodge, which also conferred Chapter degrees, was chartered in 1802. Some of its members had previously been members of Zion Lodge. No. 1, Detroit, which was first chartered in 1796 and has had a continuous existence under various jurisdictions down to the present day. Adoniram last met July 11, 1812, when its work was interrupted by Governor Hull's invasion of the border in the first days of the War of 1812. Tecumseh sometimes met in Lodge in Amherstburg it is related, Adoniram meeting in the Searl Hotel which was a large three-storied building fronting on the Fort Malden Military Commons on the present site of the Imperial Oil Company station. The first lodge in the Detroit area was Union Lodge No. 1 formed in 1764 by British Army Officers.

Prince of Wales Chapter has been honoured several times in the past with appointments of members to Grand Chapter posts, the present members so honoured being, GEORGE L. MICKLE, HOWARD CAMPBELL, REVEREND H.A. WRIGHT and R. MILTON THISTLE.

The oldest three First Principals are ROY L. WIGLE, 1912; CHARLES R. HACKETT, 1919; and HERBERT COURTNEY, 1921. In the past 75 years some fifty-one First Principals have served Prince of Wales Chapter. 1950

43

Thomas Edison's Canadian Connection

This will be a short brief on Thomas Edison and his Canadian connections and in particular, those connections with Amherstburg and Essex County.

We are here today because of Thomas Edison. He brought electricity into everyday life. His manifold activities in the field of invention resulted in over 1,300 patents being issued to him in the United States, Canada and foreign countries. Among his early inventions were the automatic telegraph, quadruplex telegraph and improvements to the stock ticker. (With the $40,000.00 he received for this improvement he set up a laboratory in New Jersey and that area became the scene of most of his future experiments and resulting inventions.) One everyday invention we are all familiar with was carbon paper. This was a by-product of his researches on carbon when he was developing the carbon telephone transmitter which made Bell's invention practical.

The invention closest to his heart was the phonograph. He visualized this as extending education and culture. This device he invented about 1878 and returned to it again and again with improvements. The greatest impact of any of his inventions was the incandescent electric lamp. With it he designed the first central electric system with dynamos and distribution system. Its almost immediate adoption in all civilized countries revolutionized lighting. He built the first electric street car which in turn had great impact on urban transport systems. He improved methods of depicting action in motion pictures and the claw movement he designed to advance the film became standard on motion picture cameras and projectors. He combined mechanically the motion picture projector and the phonograph and produced thus the first "talkies". He spent several years experimenting with devices and processes for the magnetic separation of certain iron ores and when success was in view the discovery of new sources of ore made his invention unnecessary. However, much of the equipment was salvaged and redesigned for the production of cement.

Another long series of experiments resulted in the Edison alkali storage battery, which in turn made the submarine practical and so revolutionized naval warfare. The "Edison Effect" first observed by him during experiments with highly exhausted vacuum tubes turned others to discoveries which lead to the electronic tube as used in radio and television. His later years were devoted to researches in artificial dyes and synthetic rubber. Entire industries have been built on a single phase of his discoveries.

The Edison family were originally from the Netherlands. Coming to America they settled in New Jersey. In the American Revolution Edison's ancestors were Loyalists and were among those who in 1784 removed to Nova Scotia. A generation later they removed to Upper Canada, stopping briefly at Bayfield in the Huron Tract before finally settling in the little village of Vienna near Lake Erie in what was known as the Long Point settlement.

The Edison family in Upper Canada were non-conformists in both their religious and political opinions. In the Canadian Rebellion of 1837 in the struggle in Upper Canada, the Edisons were with the Patriots in their sympathies. Apparently the father of Thomas Edison took an active part as a partisan for upon the failure of that part of the uprising lead by Dr. Duncomb, he was among those who escaped arrest and punishment by fleeing to the United States. The family story in this connection relates that he rowed across Lake Erie from Long Point. The remainder of his life was spent in the United States. He was not one of those who took advantage of the amnesty some ten years after the Rebellion. There are indications that his interest in certain properties around Vienna were sold by the Sheriff of the London District. At least, in other cases, property of exiled Patriots were forfeited to the Crown. Edison's father after wandering along the south shore of Lake Erie and making short sojourns at some of the towns settled in Milan, Ohio, where his famous son was born, February 11, 1847. Later the Edisons moved to Port Huron, Michigan, where his mother died and his father re-married. In his youth, Thomas Alva Edison learned telegraphy and as an operator worked in quite a number of cities moving along like "tramp" printers, a custom of the time. It was during this period Thomas Edison first visited with his Canadian cousins then living in the Stratford area.

On Edison's mother's side of the family there was also a liberal share of non-conformity. His maternal grandfather was a Baptist clergyman, William Isaac Elliott. He had removed from New York state to Upper Canada. Elliott's daughter, Nancy, became Mrs. Edison, the mother of the inventor and another daughter, Helen Matilda became the wife of still another Baptist clergyman, Edward Topping.

Non-conforming clergymen in the early days of Upper Canada performed their ministries under several disabilities. For a considerable time marriages, for instance, could be solemnized only by Roman Catholic and Anglican clergy. Later this privilege was extended to Lutherans and Presbyterians. It was in 1831 that certificates were first granted to other denominations. These certificates to perform marriages were issued by the Court of General Quarter Sessions of the Peace. Ostensibly, this was to insure that none but British subjects officiated as clergymen in the celebration of marriages. For some reason, now obscure, Edison's grandfather came to Sandwich to take the necessary oaths, which from the distance involved must have been an inconvenience. It was long standing grievances such as this that fermented the agitation which resulted in the Patriots' War and in Edison's father's case would be a "close to home" reason for taking the Patriot side.

Three daughters of Reverend Edward Topping lived in the Amherstburg area. They were first cousins of the inventor. The first to come was Helen Jane Topping, wife of Dr. W. W. Warren. Dr. Warren was a dentist who practiced in Amherstburg in the early 1870's. He later removed to Chatham where he died and his widow re-married. His daughter was Irene Warren, who became the wife of Harry Burk, formerly of Amherstburg. But Mrs. Burk now resides near Kingsville. The next daughter of Mr. Topping to come to Amherstburg was Catherine. She became the wife of Daniel Botsford and they resided in a residence now removed, which formerly stood on the north-east corner of Richmond and Sandwich. Mrs. Botsford was a midwife and helped to deliver hundreds of Amherstburg babies. The date of her coming can be dated quite close as she often stated that she had come to Amherstburg on the first train of the Canada Southern. This would be in late 1872. Richard Golden of the Third Concession, Malden, is a grandson. The third daughter was Elizabeth Topping who became the wife of Alfred Bratt of Malden. Her son was Edwin Bratt, who became an electrician and died in an industrial accident in Detroit. Incidentally, Warren Burk, a son of Irene Warren Burk, was the best man at my wedding sixteen years ago today (October 25th).

I have often thought of the immense loss to Canada when brains of the calibre of Edison's find their fulfillment in the United States. Even before the Patriot's war the British provinces were losing population to the States. "Brawn and brain" of the Maritimes contributed to the growth of New England; Boston, Providence and New York had many leaders of Canadian birth. Quebec of the mid-century contributed to the industrial and commercial growth of Maine, Massachusetts, Rhode Island and Michigan. Ontario, either under its former designations of Upper Canada, Canada West or under its present name had peopled the American mid-west. It is too true that monetary rewards are less in Canada. It is a subject that should be of concern to every person in a position to do something about it from the municipal level up. For every native leaving Canada there is the loss of the cost of schooling and a lessening of Canada's own technical, commercial and cultural development. How many potential Edisons are being lost to the United States? 1962

44

The McCormicks' Big Feet and the Survey Ship

The McCormicks of Pelee Island made that place a private kingdom. Hardly any others than themselves resided on the island. They, on occasion, made voyages to the mainland for supplies.

On one occasion while sailing for the mouth of the Detroit they observed a strange vessel at anchor quite a few miles off shore. Making their way to it they found that it was the new survey ship and that they were engaged in locating and marking the limits of the Colchester Reef.

In pioneer days it is said the reef was an island of some twenty acres, a rock covered with a few feet of soil where a man named Seeley would resort in summer and raise melons. However, in a big storm at a time of high lake levels all the soil was swept away leaving the reef. In stormy weather the reef was outlined with breakers but in calm weather it was difficult to see and many sail vessels piled up on it.

Arriving at the survey vessel the McCormicks were invited aboard and the surveyors explained what they were attempting to do. In locating the exact site they had a system of triangulations and it was important for their observations that the deck of the ship would remain level. To regulate the level the surveyors had wheeled carts loaded with anchor cabin chain which they would wheel from one side of the vessel to the other as needed. The McCormicks were big men! In satisfying their curiosity they wandered from point to another disturbing the level adjustment and the sailors were tiring from pushing the carts from one side to the other. At last the commander explained the predicament and requested them to stay put. Furnished with a chart showing the reef, the McCormicks resumed their voyage to Amherstburg.

On another occasion one of the McCormicks was in Kingsville at an inn where he was sitting in front of the fireplace with one foot cocked up warming it. Just then a Yankee traveller staying at the inn moved up to the fire and observing McCormick's feet from several angles stated that he bet there wasn't a bigger foot between Kingsville and Toronto. "Done" said McCormick, "I'll take your bet" and he promptly placed his other foot alongside the first. It was half an inch longer!

The McCormicks were of Loyalist stock and were strong Conservatives. The Conservative candidate could always count his votes on Pelee Island before the election until in a certain election one vote was cast for the opposition. The cry then went out "There's a traitor on the island!" The more kindly suggested someone should be wearing spectacles and the opposition ballot had been marked by mistake.

The big change came to Pelee with the draining of the marshes that filled the interior of the island. The contractor who accomplished the feat was Lemuel Brown, son of the famed John Brown, hero of Ossawatomie and Harpers Ferry. Since that time several other revisions and improvements have been made by other engineers and contractors, the work continuing periodically until the present. NO DATE

45

Numerous Mills Ground Grain for Pioneers of Amherstburg District

Like the rest of humanity above the level of barbarism the hope of gain keeps the farmer plugging away tending his farm. But when the farmer has grown his crop the most hazardous part of his task is yet to be completed. He has still to turn his products into the very necessary cash life in a modern age demands. All the furrows on a farm are not in the fields, some of them are on the farmer's brow. When to hold and when to sell are more wearisome than a season's toil.

The pioneers had no great need of cash. Many of their wants were supplied by themselves and the balance could be obtained by barter from the early merchants. The early merchants handled every thing in demand and were accustomed to take, in lieu of cash, what quantities of Indian corn, wheat, salt pork, tobacco and maple sugar the farmers had to offer.

Some of the Amherstburg merchants who served the pioneer settler were Meldrum and Parks, Reynolds, Dufresne, McIntosh, McGregor, John Askin Jr., the Forsyths and Leith, Sheppard and Duff. Some of these men and firms had been in Detroit originally but upon the British evacuation they re-located in Amherstburg.

At a later period with the appearance of taxes and professional services cash became a desirable item and the farmer with larger markets now available to him sold for money his timber, pot ash, fuel, wood, wheat, corn, salt and frozen pork. Nowadays the farmer has the dairies, the canneries, tobacco factories, fruit and vegetable markets, live-stock buyers and grain buyers to give him his cash income.

The limits of this article will be confined to considering some of the early drovers and produce buyers in this district.

A century or more ago there were a few wind mills along the Detroit River and these at times ground considerable of the local wheat into flour. One mill, located near where the Canadian Industries "salt block" in old Sandwich, is now, was acquired by John Askin and associates, who found that a new set of sails must be procured for the mills as the miller had made clothes for his children from the old ones. Such an incident gives us an inkling of the make-shifts and tightened circumstances with which our forefathers contended.

The above mentioned mill may be the same which was later owned by Judge Charles Eliot of Sandwich of which an oil painting survives. In the painting the date 1802 can be seen carved in the stone over the doorway. This mill which had a round stone tower like a lighthouse is said to be the place where the early Masons of the district held Lodge. The mill was torn down many years ago and the stones utilized in building the foundation of the first Chappell House.

In Amherstburg at the time of the Rebellion of 1837-38, there were two of these stone windmills along the waterfront. One stood back of where the Echo office is now and was used as a shelter by the militia during the Patriots' bombardment of the town from the schooner ANNE.

In the next decade John McLeod, a native of Scotland, established in Amherstburg a grain and grist mill, also a distillery. His residence was on Dalhousie Street South, in the house now occupied by the Russel Wigles. The mill and distillery were to the rear. He was a large buyer of local grain. It is said whiskey was so cheap and common a beverage that an open barrel of it stood near the door with a tin dipper hanging above so that all who wished could help himself. His distillery was of frame construction and five or six storeys high. It was purchased by Hiram Walker who a few years earlier had started the Walker Distillery, east of Windsor and Walter Chaten's father, who was processor for McLeod, joined the Walker Distillery and Walker's famous Canadian Club was originally John McLeod's Standard Whiskey in his Amherstburg distillery. Sometime after this the building was destroyed by fire one night. The blaze was so fierce that newspapers could be read two miles away from the reflection in the sky.

John McLeod became a member of Parliament in 1857, and as a political plum had Bois Blanc Island bestowed on him, but not following his party leader very strictly, had it taken from him when it was bestowed on Colonel Rankin, a later member. John McLeod is buried in Rose Hill Cemetery in a lot adjoining that of another member of Parliament, the late Eccles J. Gott.

When the back concessions of Malden and Anderdon were filling with settlers wheat was the staple crop. It is claimed the clay soil of Anderdon Township when first cultivated would yield up to 60 bushels per acre, a figure even the best fertilizer practice of present-day farmers can not attain. Richmond Street would be lined for blocks with loaded wagons of wheat waiting to take their turn in filling the hold of schooners lined along the docks. This wheat was destined for Montreal and overseas. Nowadays, by the operations of terminal elevators the wheat crop of a whole county will be loaded in a single vessel but in the old days hundreds of small sail plied the Great Lakes.

The railroad known then as the Canada Southern, reached the banks of the Detroit River in 1872 at Gordon, a station opposite the Brunner Mond plant. (It was not extended into Amherstburg for another twenty years.) This gave an all-year outlet to market for the district farmers.

Three elevators were soon established on a siding at Gordon. They were located about opposite Brunner Avenue, where the main line now runs. They were so arranged that gravity performed most of the work of moving the grain, advantage being taken of the difference in level between highway and shore.

The Gordon elevators were owned by three different firms, headed by Simon Fraser, William Borrowman and Dennis Barron. Simon Fraser was a native of Scotland who came to Canada more than 100 years ago. At first employed on the Great Western Railroad he settled at Chatham, but later engaged in lumbering and grain buying at Belle River, but finally located permanently in Amherstburg. He was a very successful man in all he undertook. The imposing burial vault in Rose Hill was erected for him and his family. The family is represented now in Amherstburg by his grandson, Captain Kenneth Fraser, well-known marine contractor.

William Borrowman was an extensive land-owner in Anderdon and Malden. His grain business enjoyed a large turn-over for many years. He died in early life and was survived by six daughters. R. H. McGregor, prominent Anderdon farmer, is a son-in-law, who as a youth, assisted in the Gordon business. Bruce McGregor, who is making a name for himself in Provincial swine circles, is a grandson. One of the McGregor Berkshire hogs recently attained Advanced Registration, the first of the black breeds to attain this coveted distinction in Canada.

Dennis Barron was a grandson of a Barron who came up from Montreal about 1816 and settled on the Malden river front. The Barron family is widely connected with local French families. In later years Barron had an elevator in Amherstburg and operated it until a fire destroyed it. He and his sons were heavy buyers of hogs also. Mr. Barron survived until recent years. One of the Barron family are in business in Amherstburg now, the last being a daughter.

Mrs. Chester Smith, who conducted a confectionary store until the family's removal to Windsor.

There was a time when the elevators at Gordon could not handle the quantity of shelled corn brought in. Wagons and teams would be lined up along the highway as far as the M.C.R. bridge. In those days corn was all shelled on the farm, with boy-powered corn shellers. The Middleditch foundry at Amherstburg built corn shellers which turned so easily they "ran themselves" — fathers' version. The sons after several hours of cranking had their own opinion — different from dad's. With mention of corn, hogs come to mind in the memory of an Essex County farmer. The famous cycle of growing more corn to feed more hogs to buy more land to grow more corn and so on without end had many an example in this district.

Many a farmer laid the foundation of his future prosperity on a farm paid for from the proceeds of hogs sold at four and five dollars a hundred pounds or even lower. Salt pork always was a staple article in the larder during pioneer days but pork production reached the heights in the eighties and nineties. Lumberjacks engaged in timbering operations in the North consumed quantities of fat hogs. Essex able to grow luxuriant crops of corn had the cheap feed needed to produce a quick-maturing, weighty hog and the farmers prospered. It was a common procedure for a farmer to have a wholesale butchering bee when winter came and butcher a dozen hogs or more. Later when the carcasses were frozen he would join his neighbours in a caravan to take them to market. Walkers at Walkerville were buyers of frozen pork and the Malden farmers would arise at three o'clock in the morning so as to be at the rendezvous in time to start together. The roads being rough, it was sometimes necessary to double the teams on a load and hence the practice of journeying in groups. It was an all day trip in the coldest period of the years, but annually performed by the Goldens, Amlins, Deslippes and many others.

For many years after the railroad came downtown in Amherstburg, the weekly hog-shipping day was the small boys' delight. They clambered all over the wide hog racks filled with porcine beauties, lined up to weigh and unload. The air was filled with squeals and grunts. When the time came to unload, the boys had their fun, persuading the reluctant animals to walk the chutes. In every load there was sure to be at least one "wrong way Corrigan" who would head east when he should have gone west, but with sundry proddings and whacks he would be turned and then, perhaps towed by the ears, he would be forced to join his mates. Though the farmer might be exasperated, the town boys hugely enjoyed the din and objected not to the azotic air.

Now, a more fastidious taste has pushed fat pork into the background. Apparently, the public believes the hog to be all ham and bacon. Even our corn crop is rejected as unfit food for the new stream-lined hog as corn is supposed to make the fat too oily and soft. So passed an era. Hog shipping day now hardly attracts attention so few are marketed. No longer does the farmer come in with his team and wagon for the present-day drover provides a fast truck. An electric wand, which leaves no bruises, now persuades the recalcitrant hog to wend his way as he should.

Only a comparatively few modern farmers have been able to adjust their economy to the new type hog in this county. So with the passing of the lard hog, some millions of dollars have passed this county by.

In Amherstburg, at the present time, the elevator of the Harrow farmers stands where the Bailey Brothers conducted their business at one time. Elwood McDonald, the enterprising local manager, attracts a clientele from an ever-increasing radius. Ferman Sinasac has been engaged on his own account for many years in handling Malden and Anderdon farmers' grain and hogs. Arthur Collinson also handles a similar line. 1940

46

When the Late Zenobie Morin was up in the air Bells brought him down

The Catholic Church edifice in Amherstburg was erected at two periods, it is said. The body of the church was built in 1844 and is one hundred feet long and fifty feet wide. A few years later the present imposing tower and spire were erected.

The designer of the spire was Charles W. Thomas, mill-owner, builder and architect. He was the father and grandfather of the local Thomas family. He was the particular friend of the priest of the parish of that day who was a young, fun-loving man fond of playing practical jokes.

The original plans called for a spire some twenty feet higher and more slender than what was eventually built, but in deference to the inexperience of the local builders it was made only to its present height, 238 feet. It is surmounted by a gilded cross of white oak whose dimensions are twelve by nine feet. If the aspirations of the parishioners is symbolized in the height of the spire they are to be congratulated for a spire of this height is unusual outside of large cities. The spire stands, a landmark for the country all around, visible for many miles in this flat terrain and across the waters of the river and lake.

Zenobie Morin and James Campeau were two of the builders engaged in the erection of the tower and spire. Members of the Borrowman firm, tin-smiths, put in place the tin roof which after all these years is still intact. Zenobie Morin served the village and town of Amherstburg as councillor, first in 1853, and again in 1873, 1874, 1875, 1878, 1881, and 1886; besides being assessor in 1861.

Zenobie Morin, who was an accomplished builder of houses, did not relish the increasing distance from terra firma as the tower and spire reached skyward, so when he was given the task of erecting the cross he took certain precautions. He had noticed that the spire vibrated whenever the great bell in the tower below was rung (the timbers not yet being completely sheathed), so he notified the priest not to allow anyone to ring the bell while he was engaged in the hazardous job of putting the cross in place on the pinnacle. That was really a warning for the priest's benefit as he did not wish to contend with any manifestation of the father's humor while perched on the spire. This was unfortunate as it suggested to the priest the very thing Morin sought to avoid.

All went well up to a certain point. The cross was hauled up and the tenon on the foot placed in the mortise on the pinnacle and Zenobie was congratulating himself on the success of the undertaking when the blood froze in his veins as he felt a premonitory quiver of the spire.

The next instant the bell rang out with full fervor and the timbers creaked beneath him. Probably, his imagination multiplied the actual motion, but to him it seemed as if he would be flung head-long into space. He put all the power of his mind into forcing his unwilling limbs to

climb down the slender ladder into the comparative safety of the interior of the spire, a feat he performed just as the bell ceased its clamor.

He was in no pious frame of mind as he hastily descended the rest of the way to the ground, and it was fortunate no one was around at that moment. He strongly suspected the source of the prank as the priest successfully avoided him for some days. His suspicions were confirmed after the passage of time had modified his feelings, for the priest pleaded guilty to the joke, and by that time he could join the father in laughter at the episode.

Most people have a natural fear of heights, and can appreciate the emotions experienced by Morin, but some others are not so bothered. On one occasion when a steeple-jack was engaged to inspect and repair the spire, the late Dr. French availed himself of the opportunity of using the boatswain's chair and had himself hoisted to the top from where he had a beautiful view of the river scenery.

It is interesting to note that the students in the local Separate schools are studying the long and varied history of the Amherstburg parish, and old as the present structure is, it may be the third or fourth church in the vicinity, as the first mission was established on Bois Blanc two centuries ago. 1938

47

The Country Vet's Diagnosis "Too Damn Much Religion!"

One of the Malden Brushes was an amateur veterinary frequently called upon to treat sick animals, horses in particular.

One cold spring day he was called to give his opinion about an unthrifty horse owned by a certain Malden farmer. It looked unkempt and had a fever and was evidently a very sick animal.

It was well-known to Brush that the farmer's wife was a very pious person and attended church every day. Meanwhile, her poor horse was tied to a hitching post exposed to the weather while she attended to her devotions.

So, when asked his opinion what was wrong with the horse he was quick to reply, "Too damn much religion!" NO DATE

48

The Yankee Race Horse "Burr Tail"

Amherstburg being on the border always had connections with Michigan. One day a Yankee disembarked from a steamer that had come up from Lake Erie holding in tow a sorry- looking nag. Its mane was tangled and its tail was full of burrs so the men and boys hanging around the dock promptly called it "Burr Tail."

The owner didn't particularly object to the designation only remarking that he considered his animal a pretty good sample of horse flesh and was looking for a stake race. Some laughed to think he thought so much of a poor specimen as that which stood before them. However, the stranger horseman persisted that he was serious and would really like to race his nag against the local fancy horses. Several of the officers at the Fort had splendid horses which they rode through the country leaping rail fences for a natural steeple chase while ostensibly running down foxes.

Eventually, a race was arranged. The stakes paid in to a neutral party, little Jimmy Baker, and a day appointed for the race. The day arrived and the Yankee made his entry but what a difference in the appearance of his horse. Gone were the tangled hair and the burrs and instead a sleek, well-groomed horse stood pawing the ground waiting for the start of the race. Some spectators "smelled a rat" and endeavoured to cast off their wagers but there were no takers. The race was run, the Yankee nag won hands down. The stakes were hurriedly claimed and paid and the Yankee accepted the advice of the stake-holder "Get out of town fast!" So passed "Burr Tail." NO DATE

49

Wigle, Fox and Scratch Families of Essex County, Ontario

The three families of WIGLE, FOX and SCRATCH have been noteworthy since Loyalists days in the history of Essex County.

Notable in the first instance for their prolific families, their inter-marriages and marriages with other Loyalists families have contributed numerous lines of descent so that today almost any family with roots extending back a century or more in the southern tier of Essex County townships can claim as an ancestor one or more of the three natives of Germany and in the course of years the names have been Anglicized to WIGLE, FOX and SCRATCH though in passing it should be noted that one branch of the latter family have reverted to the original rendering KRATZ.

Outstanding have been their contributions to the professions, arts and crafts. Having also a more than ordinary flair for public service they have been prominent in local and provincial politics and in the militia of Canada. These paths they have followed consistently from pioneer days to the present.

Three books dealing with their family histories will be mentioned. First, A FAMILY RECORD by Mrs. Mary J. Burch, published in Windsor, Ontario in 1880. Second, HISTORY OF THE WIGLE FAMILY AND THEIR DESCENDANTS published in 1931 at Kingsville, Ontario. Third, MANY SKETCHES OF INDIVIDUALS IN THE COMMEMORATIVE BIOGRAPHICAL RECORD OF ESSEX COUNTY published in Toronto in 1905. I am indebted to all three for much of the information in this paper.

WENDLE WIGLE was born in 1753. There is no record of the place. He was orphaned at an early age and as a result of ill-treatment in a foster home he ran away to the sea coast at Rotterdam and hid himself aboard a vessel bound for America. He was soon discovered and to pay his passage the master of the vessel bound him on arrival as an apprentice for a term of three years and six months. As he was in adult life a weaver we can assume this was the trade he learned as an apprentice. In 1776 he was a resident of York, Pennsylvania when he married. His wife was JULIANNA ROMMERIN though this name is often rendered ROMER.

It does not appear in the family that he took an active part in the Revolution but he was evidently a Loyalist in sympathy as he and his family were members of a group that made their way to Detroit at the end of the war. Detroit of course remained in British hands for some years after the Revolution. Though several campaigns had been planned and in part carried out, no American force had succeeded in penetration of the western frontier guard by Detroit. On the other hand the British made good use of Detroit as a base, and from this point directed raids into Pennsylvania and Virginia. It was therefore with considerable vexation that the Detroit Loyalists learned of the terms of the Jay Treaty in 1794 which provided for the British evacuation of Detroit and the other Great Lakes Posts. The date of the change over was July 1796.

By that date WIGLE and his companions were residents of what is now the county of Essex on the Canadian side of the border.

In the group travelling from Pennsylvania to Detroit was another German, PHILIP FOX. The family record gives Recha township as his birth place while his wife was born in Burringa parish. The years of their birth are not recorded but it can be surmised that they were born in the decade of 1740 as their eldest child was born in 1764, their son JONAS. In the spring of 1772, PHILIP FOX and his wife and young family determined to emigrate to America. In June they sailed from Liverpool and fourteen weeks later reached Baltimore. They remained in Maryland for four years then removed to Pennsylvania. They had seven children and were destined to have three more. The family when completed consisted of eight sons and two daughters, namely JONAS, PHILIP JUNIOR, MARGARET, JUDITH, MICHAEL, GEORGE, HENRY, ADAM, JACOB and JOHN. In after years all the FOX sons married and it can be readily seen that the eight sons made the FOX name a very common one in Essex County.

The third German to be mentioned is LEONHARD KRATZ or SCRATCH. LEONHARD SCRATCH was born on St. Valentines day in 1756 at Tootenhoofer near Frankfort-on-Main, Germany, a son of PETER KRATZ (who died in 1759). LEONHARD SCRATCH was one of the Hessians who came to America as hired troops in 1776 to fight for George III. His company was among those surrendered by Burgoyne at Saratoga on October 1, 1777. As a prisoner-of-war, he along with his companions were marched some 700 miles to a winter camp in Virginia. This long march gave young SCRATCH a taste for American scenery. It was the custom to permit the prisoners-of-war to leave camp on parole to work in the fields so in that manner he got an insight into pioneer life. Thus when Cornwallis surrendered at Yorktown the Hessians were discharged. A considerable number elected to remain in America instead of being re-patriated to Germany.

In 1779 LEONHARD SCRATCH had obtained employment as a guide for a party of German-speaking emigrants who wished to pass over the mountains to settle in the Licking Valley area of the new country. His taking this employment is a mystery but he had a reason for going. Among the group intending for Kentucky was a beautiful young girl, MARY MUNGER, with whom he had fallen in love. His courtship proceeded as they journeyed into the wilderness. He proposed and was accepted and the couple then asked the blessing of her father on the engagement. The father had other ideas for his daughter's future and refused his consent. SCRATCH bided his time and when the party had penetrated further into the mountains and he was certain that they could not proceed either forward or back without his guidance he stated a pioneer "sit down strike". The price of his further service of course was consent to his marriage as well as the time and place. The journey was resumed and the party reached Kentucky to be involved in a few months in one of the most tragic episodes of the Revolutionary War in the west.

As mentioned before, Detroit was the base from which the British held back American penetration of the Indian country west of the mountains. In June 1780, Captain Henry Byrd left Detroit with a detachment of Regulars and militia volunteers to oppose an expected American campaign against the Indian towns. Supported by the officers of the Indian Department, Byrd eventually had about 400 Indians added to his troops. The Ohio was crossed and the expedition advanced up the Licking to Ruddle's Station where some hundreds of settlers had gathered. Byrd had brought six pieces of artillery with him and a shot or two showed that the stockade had no protection. Meanwhile, the Indians had slain all the cattle and horses in the vicinity. A party was called and Captain Ruddle agreed to surrender on being promised that the Indians would be restrained. Previously, the chiefs assured Captain Byrd that any prisoners taken would not be molested as they endeavoured generally to secure as many

prisoners as they could with the object of their future ransom.

LEONHARD SCRATCH was made a prisoner by the Indians and slowly with many others was conducted to Detroit. It was the human custom of the time for the merchants and traders to pay ransom for the prisoners who were then housed as refugees in huts erected for their use on the lower end of Belle Isle. LEONHARD SCRATCH did not know the fate of his wife but each day he anxiously watched the prisoners being brought in by the Indians. At last one day as a file of prisoners came in, a voice hailed. It was his wife, MARY. She was so emaciated he had failed to recognize her. He then learned the sad details of her captivity. She had given birth to a baby shortly after the surrender before the long journey to Detroit was commenced. On the way to Detroit a few evenings later, as she was getting out of a canoe, weak from hunger, she stumbled and fell with the baby in her arms. Its head struck the root of a tree and it died. At Detroit William Macomb paid the ransom in blankets and MARY MUNGER SCRATCH was freed from Indian capture.

After listening to his wife's experience of captivity, LEONHARD then related his own experience. A large copper kettle was lashed to his back at the time the Indian party left Kentucky and it was not removed until he reached Detroit. Its scar remained with him the remainder of his life. On the slow journey back to Detroit, LEONHARD was prevented by the impediment of the kettle to obtain his share as the dole of food was being passed out. He would have starved if it had not been for the kindness of a half-breed Indian woman, Monica Duquette, who took pity on him and fed him with her own hands. His Indian captor referred to him as "son" and in after years would visit with him from time to time. LEONHARD SCRATCH also had the opportunity of giving shelter to Monica Duquette when the infirmities of old age over took her.

The refugees living at Belle Isle were gradually dispersed through the settlement and the great majority of the German-speaking ones eventually became settlers as Loyalists instead of returning to faraway Kentucky. For a period LEONHARD SCRATCH and his wife lived on Grosse Isle where William Macomb had commenced a farm. While still living on Belle Isle, a second child was born to the couple. About this time the insinuation was made that he was a deserter from the Hessian Company and this prompted him to book passage for overseas. One night he had a very vivid dream which so impressed him he wrote the date in his diary. This dream was that his little son was walking to him across the water and he, the father, was unable to save him. On his return from Germany he learned that his son had indeed died on the day and date of his dream. This instance of extra-sensory perception deserves to be noted. In Germany, SCRATCH received the documents he wanted, his army discharge and a certificate of his good character furnished by his Guild. From these and his passport we have a description. He is described as being middle height "one fathom", blond complexion, cropped hair, wearing a blue coat, yellow waistcoat and breaches, and reddish iron wooden shoes.

Following the end of the Revolution was the great exodus of the Loyalists. Some went to Great Britain and Ireland, some to the West Indies and Bermuda, and some thirty thousand to Nova Scotia and Quebec. In 1791 the Province of Quebec was divided into two provinces named Upper and Lower Canada, Detroit being in Upper Canada. The great majority of the Loyalists who came to Upper Canada settled on the St. Lawrence, while a lesser number came into Canada on the Niagara frontier and still fewer reached Detroit.

In preparation for a Loyalists settlement, in 1791 several tracts were surveyed into farm lots for the occupation of the settlers. In Essex County the Loyalists were settled in two townships at first referred to as the "Two Connected Townships" but later known as Gosfield and Colchester Townships. The Loyalist tract fronted on Lake Erie.

Before the settlement was ready for occupation the WIGLES, FOXES and SCRATCHES had temporarily farmed at various sites on both of the banks of the Detroit River, chiefly at Grosse Isle, Trenton and Petite Cote.

In moving to the new sites along the Lake Erie shore, the FOX family left the cattle in charge of one of the young boys who followed along behind. A few miles east of present Amherstburg the boy left the trail to follow the flight of an unusual bird and became lost. When he was missed the family and Indian women spied the lad up in the tree where he had climbed to get a better view of where he might be. Silently the other Indians were signaled and they made a circle around the tree. Before making their presence known for they knew the lad might try to flee from them, an Indian woman called out to him and showed him food. This induced him to come down for he had been lost for five days and was very hungry. After feeding him soup, the Indians brought him to his family who, of course, were greatly relieved to have him safe again.

In the allotment of land JOHN WENDLE WIGLE received Lot 6, Gosfield Township; PHILIP FOX Lot 10; LEONHARD SCRATCH Lot 9; thus the three families were close neighbours, and propinquity, no doubt, had much to do with the inter-marriages.

WENDLE WIGLE had a family of 11 children, 5 sons and 6 daughters; and PHILIP FOX had 10 children, 8 sons and 2 daughters. LEONHARD SCRATCH had 11 children of which two died in infancy. Of those reaching maturity, 4 were sons and 5 were daughters.

The story is told of a stranger visiting in Gosfield who was informed the method he should use to identify the inhabitants. If he met a red-headed man he could surely address him as "MR. FOX"; if he met a tall blond man with a child on his shoulder he could "Good-day MR. SCRATCH" but if he met a man with a child in his arms, another on his back and several trailing behind, that was certainly a "MR. WIGLE".

To illustrate the inter-marriages, JOHN WIGLE JR. married SUSANNAH SCRATCH; WENDLE WIGLE married ISABELLA SCRATCH; ELIZABETH WIGLE married MICHAEL FOX; MADELINE WIGLE married JACOB FOX; MARY WIGLE married PETER SCRATCH; JULIANNA WIGLE married GEORGE FOX. The marriages flourished, for instance, JOHN WIGLE and SUSANNAH SCRATCH became the parents of 15 children. In less than a century, the descendants of the three original settlers numbered fifteen hundred. A huge family re-union was organized in 1872 and over eight hundred were present. Other reunions have since been held, notably one sponsored by the WIGLES in 1926 at Kingsville when a family memorial was dedicated with over sixteen hundred registered attendants. The dedication was performed by the oldest descendant present, THOMAS WIGLE aged 93, assisted by LEWIS WIGLE, former Member of Parliament.

Generally speaking, long years and large families are blessings granted to the descendants of JOHN WENDLE WIGLE, PHILIP FOX and LEONHARD SCRATCH. Some have a measure of one boon, some have the other, while a few have both. They again illustrate one of my neighbours in MELVIN WIGLE now aged 83. He is the father of 11 children. He is only the fourth generation from JOHN WENDLE WIGLE and LEONHARD SCRATCH, born respectively 1781 and 1788.

My own mother-in-law was MABEL FOX. She was the mother of 14 children. And so the story goes with ramifications that only a patient genealogist can now unfold. In closing, I would like to mention for the record some other Loyalists and pioneer families with whom the WIGLE, FOX and SCRATCH families married in the first generation. These include the names of BRUNER, CHAPMAN, FRIEND, FULMER, MALLOTT, McLEAN, MILLER, SELLARS, ULCH, SHEPLEY, TOFFELMIRE, THOMPSON and WILKINSON. The next generation would expand the list to several dozen more, and the present-day, well — consult your telephone book. 1963

50

The Deacon and the Pillar of Fire

Among the fugitive slaves who came to Amherstburg was Deacon Anthony Binga. In late life he was one of the famed Jubilee Singers and toured with the group all through the northern states. As opportunity arose he was fond of giving testimony as how the Lord had appeared to him in a Pillar of Fire. How this came about may be told briefly as follows.

In the south on the plantations the slaves were treated as one big family — they owned no goods themselves, all they consumed was furnished them by the master. In consequence they had not a sense of property. On the plantation they couldn't steal because in theory it was theirs to use and enjoy anyway. So on escaping to Canada it took a while before the concept of "mine and thine" emerged.

Deacon Binga had a horse in need of hay. Nearby on the Bell farm at the east edge of Amherstburg was a field of hay in cock curing. So taking a large sheet Binga proceeded to the hay field, placed a cock of hay on the sheet and carried it home to his horse. Naturally Mr. Bell missed the hay as several cocks disappeared on successive nights. He resolved to find out where they were disappearing so hiding near a stile that entered the field, he waited. In the course of time Binga came along with another load of hay. Bell recognized him as the deacon of the congregation and didn't want to charge him with theft but resolved to teach him a lesson.

So when Binga stepped over the stile Bell had the opportunity to strike a light and set fire to the hay. In a few seconds the hay was all ablaze and Binga flung it from him and dropped to his knees in fervent prayer. He doubted not that the Lord had spoken to him and felt as one anointed. Bell kept his own council and never challenged his belief. NO DATE

51

My Sailor Days

My lone experience as a sailor was during the last half of 1916 from July to December aboard the old (1888) wooden-hulled steamer CASE. The CASE was a coal carrier operating between, usually, Cleveland and Sandwich (Windsor) supplying coal to the Pittsburg Coal company at its Sandwich fuelling dock. The vessel had a capacity of 1800 tons and made on the average two trips per week. The vessel was owned by the partnership of Robert Maisey and William Gatfield. Both were employees of the Pittsburg operation, Gatfield as Local manager and Robert Maisey as Hoisting engineer.

They had purchased the vessel at a Sheriffs sale on an "as is" basis paying only five thousand dollars. The CASE had been in a collision and had been under water for some time but was in reasonably good condition when I went aboard. The freight rates on account of the war were rising sharply and soon the ship was earning its cost price every week. It was a very profitable venture.

I should mention that Robert Maisey was my uncle by marriage, his wife Ella being my father's youngest sister. On that account my lot was easier than it might otherwise have been. In any case the situation was unusual. The ship was operated with the least crew possible, Captain, Mate, 1st and 2nd Engineers and two firemen and one cook. The captain was an old Great lakes veteran and had started in sail. He was a master when only 16 years old, his father owning the ship. The Mate was middle-age and was a long-time sailor too. The Engineer had his wife aboard as cook. The 2nd Engineer post was taken by my uncle. I was low man on the totem pole being assigned a variety of jobs. When we were out going to or coming from Sandwich, I was a fireman. Loading, I was on the dock handling lines as the ship was moved up and down during the loading. If the coal cars were plentiful it took only about two and one-half hours to load. The loading was an interesting operation as huge elevators lifted the coal cars and dumped the contents into an apron from the point of which a nozzle was directed into the hull of the ship. There were eight hatches through which the load was distributed. My job was to move the lines as they loaded from hatch to hatch. Back at Sandwich during the unloading operations I was night watchman. This was a responsible job as the ship leaked continually and the pumps had to be kept going. It took about two or three days to unload. Usually they hoisted only during the day but sometimes when the dock was low in coal they worked unloading at night. This was sometimes hard on me as on occasion the hours worked out that the ship sailed just as I was coming off my stint as night watchman (the stint was 12 hours long from 7:00 p.m.)

The fireman's watch was six hours and it took 11 or 12 hours to reach Cleveland going down light and an hour or two more coming back loaded. That meant that I would be firing for five or six hours and immediately upon arriving at Cleveland going to the dock. I lost a lot of

sleep that way. The best part of sailing for me was the wonderful meals. They were both nourishing and tasty and except for one occasion when I was seasick, I never missed one. The cook in the off season operated a restaurant in Kingsville. I had always supposed that real sailors never got seasick, but I found even the Captain sometimes "fed the fishes" and the Mate regularly did so in rough weather especially when he had been in town before sailing. When I was seasick I had a feeling I never felt before. It was during my watch as fireman. This required that the fires be replenished every seven or eight minutes and I lay down on the hatch cover gulping all the fresh air I could between fires. I missed one fire when my Uncle Rob came up to look at me and told me to take it easy while he tended to the fires. By the time we reached Cleveland it was all over and I have never been seasick again.

During the season we were caught in only one bad storm. It was especially bad on Lake Erie and two or three ships foundered. We were up bound and nearing Pelee we were rolling almost decks under. It was impossible to stand upright, you could only crawl. The ship was 280 feet long and on one occasion I saw the crests of three waves measure the length of the ship, one at the bow, one in the middle and one at the stern. Sometimes a wave would go by with crest above my head but surprisingly little water came aboard. As the rolling was shifting the coal the Captain changed course so we headed more directly into the wind. To do this we had to leave the usual channel east of Pelee Island and pass Pelee on the old "Inside Passage" full of reefs and islands. However, it was still daylight and the Captain drew on his experiences as a boy in sail and we made it through without grounding. When we got back to Sandwich the ship was leaking worse than usual and a lot of new oakum had to be placed in the seams. Uncle Robert went below the surface in diving suit to do the job. NO DATE

52

Blessing Turns to Torture when Late William Squire Said Grace

The late William Squire, drover and farmer, was well known all through this district for his bluff, jovial manner and hearty voice. He was fond of a joke and was welcome wherever he went. Though not blessed with much book-learning, his native shrewdness enriched him in a long and useful life.

In his business as a drover, he was one day travelling on the Quarry Road with his team and "democrat" and overtook a little coloured boy to whom he offered a ride. The boy accepted the ride and climbed up into the high seat. They spanked along for a few minutes. After exhausting the usual inquiries which an elder directs to a child, Uncle Billy thought he would have a little sport. Turning the conversation to the subject to sudden death he started a certain train of thought in the little boy's head. Now, Mr. Squire had long worn dentures — false teeth, to the little boy — and stealthily pushing them from their place with his tongue until they protruded half-way out his lips, he suddenly threw himself backwards in a rigid position such as a corpse might be supposed to assume, at the same time he rolled his eyes and made a gurgling noise in his throat to attract the boy's attention.

The poor little fellow caught one look of the contorted apparition beside him and electrified his limbs into action with such good effect that he sprang from the seat, over the wheel and was propelling himself down the road for dear life, whereupon, Squire, heartily laughing at the sudden action he had produced, called the boy to come back.

This the boy was somewhat reluctant to do, but Squire finally persuaded him to return, but before mounting to his seat again the little fellow demanded of Uncle Billy, "Mistah, does yo' take them fits often?"

Mr. Squire was a great hand for early rising; so much so, that he would frequently arrive at some farmer's home before the farmer was ready for business. On one occasion he appeared at Squire Cunningham's home at Springhill before the Squire had had his breakfast. Squire Cunningham (who was the maternal grandfather of Alex and Grant Duff) lived in a stone house, now demolished on the Texas Road, on the second concession of Anderdon.

As breakfast was already on the table, Squire Cunningham invited Uncle Billy Squire to partake with him. Squire demurred, saying he had breakfasted, but as Squire Cunningham insisted, he went in the house. Squire Cunningham had heard of Uncle Billy's prowess as an eloquent leader in prayer and resolving to hear at first hand a Methodist's extemporaneous efforts, asked him to say a blessing. Somewhat surprised, and suspecting the reason, he accepted and began what became a torment to every hungry stomach there. Squire asked blessing not only on the food before them, but on each individual for the present and for the future on all their manifold activities. The minutes passed, the porridge cooled, the toast grew soggy, the coffee chilled, and the fried eggs on the back of the range slowly turned to leather, but still

the sonorous voice went on, and a scribe would have been arm-weary writing down the flow of thanks and supplication. At last, judging he had worthily upheld the Methodist way of doing things, or possibly feeling he had punished Squire Cunningham enough for his curiosity, he brought the prolonged effort suddenly to an end, catching the hire man dunking a piece of toast (so as not to make a noise) in a half-empty bowl of porridge.

Grinning broadly at Squire Cunningham, he evoked only a wan smile in return, and it was a certainty that Uncle Billy Squire was never again asked to demonstrate his versatility at breakfast in that house.

So passed his days. Every day some new witticism would pass from his fertile lips; some comical situation would be of his devising. No wonder his memory lingers long in the countryside. 1938

53

Park House

The importance of the Park House derives from the great span of years it had endured, its uniqueness from being built in one country and moved to another and after some 175 years undergoing another move, its associations with historic figures and the events it has witnessed, and the implications and consequences of these intertwined threads in the web and woof of history of the Detroit River border, and its value from the standpoint of architecture.

First, as to its age. The Amherstburg tradition is generally stated somewhat like this, "As a result of the Jay Treaty the British agreed to evacuate the Posts they had retained following the end of the Revolutionary War. Detroit was the principal Post involved and its evacuation was to be effective on July 1, 1796. Loyalists residing in Detroit were given the option of remaining in Detroit or transferring themselves and goods to the opposite shore where two sites for their reception were designated, one at Sandwich and one at Malden or Amherstburg. Sandwich was named the capital of the Western District and became the seat of municipal government and of the Courts. Malden or Amherstburg (the names were applied indiscriminately for some fifty years) became the seat of the Indian Department, the Provincial Marine Department and of the Army. The civilian Loyalists who made the move to Amherstburg were largely persons engaged as merchants in the Indian trade and their employees.

In the Farney Papers (which are excerpts from the Archives pertaining to Amherstburg and vicinity) one reads of the removal from Detroit of certain dismantled government buildings which were formed into rafts and floated down to the new Post where they were re-erected. The Park House is specifically referred to in the Sketch of Amherstburg published with the Dominion Atlas of 1881 as being the "oldest house" having been removed in this manner from Detroit at the beginning of the town. In a plan of the new town dated 1797 a building is shown precisely at the spot occupied until recently by the Park House.

In the VIEW OF AMHERSTBURG, a large watercolour attributed to Catherine Reynolds and almost certainly painted in the summer of 1813, shows the Park House and other buildings in the vicinity. Just recently, upon the preparation for removal of the Park House to its new site at the King's Naval Yard, a discovery was made tending to confirm the tradition that the Park House had been dismantled and re-erected for its was found the logs had been marked with consecutive Roman numerals and the adjacent uprights also at the appropriate spot with numbers corresponding. This marking, of course, would have been unnecessary had the house been built originally at the Amherstburg site. As to early ownership it is unfortunate for our purposes that we do not have Crown grants from the beginning. However, that portion of present Amherstburg from Conklin's lumber yard north to Richmond Street and extending back from the river the depth of three streets was held by firms and individuals under licenses of occupation signed by the current commander at the Post.

After the War of 1812 and the abandonment of the Navy Yard and curtailment of the Indian Department, the "Military Ground" was finally re-surveyed, the lots re-numbered and grants or deeds issued. An interesting sidelight is that the "Clergy Reserve" provision had been neglected in the assignment of "Licences of Occupation" and as a result there were no vacant lots to be reserved for "Clergy". To make up the deficiency, a certain farm lot in Malden was selected from which the "Clergy Reserve" could be taken. Accordingly, all these late deeds after reciting their metes and bounds in Amherstburg add a proper portion in square feet deducted from the Malden farm.

The First Crown grant for the Park House site was issued to A. Mackintosh. There were three Mackintosh brothers all engaged in the fur trade. Angus Mackintosh, the best-known, removed his family from the Rouge area to a new house he had built at "Moy" on the present Windsor waterfront. He later returned to Scotland with his sons when he became heir of Moy there. He was known then as "The Mackintosh".

Granting that the Park House was built in Detroit and removed to Amherstburg in the early days of the town, it can be asserted that the house is Detroit's oldest because the town of Detroit was destroyed by fire in June 1805, not one dwelling within the pickets escaping. Of buildings outside the pickets, several nearby were also destroyed. Of other Detroit pre-1805 buildings built along the riverbank, the last to exist was the Moran or Cass house built about 1734. So by the circumstance of its early removal from the Detroit scene and thus escaping the 1805 flames, it can be reasonably claimed that Park House is in fact "Detroit's oldest house" as well as Amherstburg's.

Let us reflect for a minute or so on the parade of history seen by an observer from its windows — Tecumseh, Girty, Elliott and Caldwell heading the Indian section; Brock, Proctor, Harrison, Shelby, Barclay and Perry the Army and Navy divisions; Weld, Richardson and Bonnycastle the historical authors; the Bishops of Quebec and Bardstown, great Catholics both, the Moravian missionary Senseman, the Methodist Case, leading the clergy ranks; heads of State as Presidents Monroe and Lincoln, Prime Ministers Macdonald, Laurier, Mackenzie Bowell, Meighen and Diefenbaker; and with Fort Malden and the Pensioners, officers and men from very famous British regiment with service in all parts of the world, and the countless unnamed fugitives from slavery who found solace here.

Think too of the long parade of shipping that passes even yet its doors from the 1819 WALK-IN-THE-WATER to the latest thousand-footer. Think again of the War of 1812 when for twenty months enemy troops tramped past its door, and of the Rebellion of 1837-38 when cannon balls from the Schooner ANNE whistled by, and of the Civil War when Southern freebooters pirated a ship they had boarded at the nearby Gore Street dock and sailed out towards Johnson's island where they planned to release 20,000 officers held there as prisoners-of-war.

The Park House has witnessed almost the whole of Amherstburg's long history from the fur establishment of Leith, Shepherd and Duff to the modern Motel of the Automobile Age.

1973

54

Auntie Sloan's Tale

Auntie Sloan was my grandfather's only sister. She married Captain Sloan of Amherstburg, master of the steamer PEARL and various other river boats.

Captain Sloan's father was one of the first settlers on the Anderdon riverfront after Anderdon was opened for settlement in 1836. He was the builder of the fine old limestone residence now incorporated into the Allied Chemical office building. Before coming to Amherstburg he had been in the Royal Navy and along with several companions had been cashiered for protesting the treatment meted out to certain native rebels. (These persons were executed by lashing their bodies across the muzzle of a cannon and then firing the gun.)

Sloan at Amherstburg became a vessel owner and operated a small fleet of sailing ships and barges. Among his interests was the developing of the Anderdon quarry. His farm took in the quarry outcrop and he entered into a partnership with a practical quarryman, a Mr. Burnham, in the 1840's. They soon were taking out stone in quantity, most of which was disposed of in Detroit. (Sloan donated the stone which was used in the construction of the Mariner's Church.)

Most of the men employed in the quarry were blacks and some of them had been recent fugitives from slavery. It was their custom to hold, in a grove of trees on the Sloan farm, a gathering both social and religious in nature which was called a camp meeting. Here friends and relatives from a distance would gather periodically to take part in the services — prayers and sermons, testimonies of faith and melodious song. The singing was very fine and many whites attended on this account.

The affair usually extended over several days so feeding the group sometimes posed problems. On one occasion Mrs. Sloan, Sr. observed one of her female domestics gathering a goose in her capacious apron and making off to the camp meeting with it.

Mrs. Sloan was vexed and resolved to ask some pointed questions upon her return. So, when she made her appearance, Mrs. Sloan inquired how she could justify her taking part in the services knowing she had stolen the goose. The reply was artless and surprised — "Why, Mrs. Sloan, you didn't expect me to deny my Lord and Master for any old goose!"

All was forgiven. NO DATE

55

Sutton Funeral Home Amherstburg, Ontario

Business founded by D. M. Kemp (David McLaren Kemp) furniture dealer, Amherstburg, March 1885. Kemp had been in the house furnishings business in a building on the north-east corner of Richmond and Dalhousie (present Imperial Bank corner) but on becoming an undertaker he moved his stock of goods to the south-west corner of Murray and Dalhousie, and some years later to another location on the south side of Murray Street to a lot, now vacant, west of Rubenstein's and east of Nick the Barber's.

The business was carried on by two partners, W. W. Trimble and James Sutton under the firm name of the Kemp Furniture Company. The premises of the firm were located on the north-west corner of Ramsay and Murray Streets where an extensive furniture business was carried on in connection with the undertaking business.

W. W. Trimble of the firm also managed a Ford Motor agency while James Sutton managed the furniture and undertaking business. A motor hearse replaced the old horse-drawn hearse shortly after the end of World War I. (The motor hearse was garaged in the residence of W. W. Trimble, Laird Avenue. Funerals were conducted from the residence of James Sutton, Elm Avenue. Prior to that funerals were held from the residence of the deceased before proceeding to the church or cemetery. The practice of holding funerals at the funeral parlor was only gradually accepted.)

The partnership of the Kemp Furniture Company had expanded to include extensive interests in Windsor but in 1926 the company was re-organized. The furniture and housewares division designated at the KEMP FURNITURE COMPANY was purchased by Roy L. Wigle of Amherstburg.

The funeral home portion of the business was set up as JAMES SUTTON AND SONS (James Sutton had been first employed by D. M. Kemp in 1904), and the auto agency portion was assumed by W. W. Trimble. NO DATE

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The Quick Horse that was too Slow

Harry McGregor and "Doc" Clark, the "vet", well remembered in Amherstburg, turned from ministering to the ailing filly and gazed out the open door. Outside was the peaceful after- math of an April rain, — the slow drip from the eaves, the steamy fragrance from the barnyard, the playful gamboling of the lambs on the greening hill. While they watched, the old mare and her foal came galloping across the flat, the sprightly colt easily out-footing its mother. The larruping finish of the old mare reminded the "vet" of the Quick horse, the horse that proved too slow. So, while they awaited the filly's response to treatment, the "Doc" unfolded the tale.

The Quick horse will be remembered by old-timers. It derived its name from its owner, a member of the well known Quick family of Colchester South. The horse was a thoroughbred, and had been a racehorse until sore legs had banished it from the tracks. It was then purchased by Mr. Collier Quick (now of Harrow) and placed on his farm in Colchester South. Despite its apparently ordained fate to be a plow horse, the animal showed so much speed and class in the weekly trip to Harrow that the owner began matching it with other horses of the neighbourhood. The results were so pleasing that the horse's reputation grew with leaps and bounds. It was so successful that its backers entertained the idea that they had a "find" and that they might as well capitalize on the prodigy. They entered the horse in a race at the Windsor Jockey Club's track. In the horse's new lease of life it had been trained to racing in harness, but to be guided by a monkey of a jockey was something else again.

Regardless of the secrecy supposed to be enshrouding the Quick horse's debut in elite company, on the morning of the race all roads from Harrow and Amherstburg led to Windsor. Carriages of all descriptions turned their hot and dusty wheels toward the magic oval.

The "Vet" and his companions were in the van of the delegation from Amherstburg, but soon fell far behind. The heat of the day induced frequent stops to quench their thirst and made their progress like a caravan crossing the desert from oasis to oasis. Each time they entered the bar of a tavern their Scotch companion would order a "Heather Bell". This was a drink of complicated formula and unknown to the keepers of the numerous bars spotted along the route to Windsor. The Frenchmen keeping bar had a hard time interpreting the broad accent of the Scot, but some satisfactory compromise was reached in every case. The ingredients of the "Heather Bell" changed in the course of the day so that by afternoon it was increasingly potent. The concocting and consumption of these drinks delayed them so that when they arrived at the track the day's events were under way.

The Scotch companion had lost interest in racing by now, so the others left him slumbering in the carriage while they sought admission and, more important, a bookmaker. They made their bets and found themselves a place next the rail near the first turn.

The hot breeze died down, the flags drooped, and the band ceased to play. The signal was given and the race was on. No sweet-running sulky to steady the Quick horse now, nothing but a half-scared boy astride a bewildered horse. Surrounded by thundering hoofs and slashing arms the Quick horse quickly showed he was out of his class. To all intents and purposes the race was over at the quarter-pole. The old "Vet" devoted the rest of that harrowing minute to watching the looks of consternation spread over the features of his companions. The race was won with the Quick horse bravely trying — a furlong to the rear.

The old "Vet" and his rueful companions had no tickets to cash to delay their return to the carriage. Somewhat subdued, they awoke the slumbering imbiber of "Heather Bells" for they found him still sleeping sprawled in the sun with the shadow of the fringe of the canopy top making a fantastic beard across his countenance. Prodding him to consciousness, they informed him they had arrived at the track, had seen the race, lost their bets and were about to return to Amherstburg.

The only fun remaining to the old "Vet" was to twit the gullible on the day's event. So, on one of the stops en route home "Doc" Clark sidled up to Mr. Brault, who was assuaging his grief at the bar, and whispering in his ear, asked him if he would lend the "Doc" some money, as he had been to the races, and bet on a "sure thing" and was grievously disappointed. Mr. Brault gave him a stricken look, but no money, for it was Mr. Brault himself who had let a "few friends" in on a "sure thing".

This ended the racing career of the Quick horse, and once more it took up the role of providing Colchester agriculture with motive power. 1938

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"Nige" Brush's Race Nag

The members of the Brush family of Colchester and Malden were in the early days natural horsemen. They were well versed in horse lore and were fond of racing their nags. Among them was "Nige" (Adnijah) Brush. He had a fast flat racer which he greatly fancied as the fleetest horse in the township. He put this to the test one day when a race was arranged between the horse of one of the Fort Malden officers and his filly.

A substantial stake was got up and the race was held along the length of Sandwich Street from William Street to Richmond Street about a mile in length. "Nige's" young son, a boy about fourteen was the jockey for the Brush horse. The officer was his own jockey. On the day of the race a substantial group of spectators had gathered and a good amount of wagers placed, with the odds favouring the horse of the officer. The race commenced at the upper end of the course and at first the horses were even but soon the officer drew away and well before the finish line it was obvious that the Brush horse was outclassed.

After the end of the race, "Nige" went up to his son, and forestalling any adverse comment the son leaned along the neck of the filly and spoke with feeling . . . "She done her damnedest!" "Nige" had no answer for this was the obvious. NO DATE

58

The Reverend's Fast Horse and Handicapped by the Preacher

The Reverend Jackson, Methodist minister at Amherstburg, relished a fast horse. In the days when the Methodist ministers had several "appointments" (preaching places) a fast horse was an advantage when several sermons were to be preached at two or three places miles apart.

While at Amherstburg, Jackson had a particularly fine animal who drew a light buggy along the road at a fast clip. Jackson frowned on horse racing as such but nevertheless he enjoyed overtaking someone else's fast horse and passing it leaving a trail of dust behind. The more worldly of his congregation observed this and laughed about it. There wasn't much difference between a contest of speed on the road or on a track. Both settled a difference of opinion.

One day Jackson happened to be passing the Thomas mill yard, which at that time was in front of the present Callam residence, with the mill itself on the present Navy Yard park. There he watched a teamster endeavouring to have his horses move a large log. Jackson remarked that in his opinion the team ought to be able to move the log. To which the teamster replied that if Jackson wasn't there they would. (The teamster was accustomed to address his horses with a few choice oaths which he couldn't use in the presence of the "cloth") Jackson understood the implication and left the vicinity. NO DATE

59

Street Names of Amherstburg

Amherstburg was projected in 1796 and the first three streets back from the river at first were known simply as FIRST, SECOND and THIRD. These three streets lay on the river bank immediately south of the Military Reserve and the north boundary of the town was marked by present-day RICHMOND Street.

By 1820 the town was greatly extended to the rear of the first streets almost to its present limits, and the names of FIRST, SECOND and THIRD had given way to the present names they bear, DALHOUSIE, RAMSAY and BATHURST. However, from old documents other names were carried by these same streets. For instance, the MAITLAND was applied to DALHOUSIE Street and QUEEN to BATHURST Street. Now as to the origin of these various names — MAITLAND was named for Sir Peregrine Maitland, Lieutenant-Governor in Upper Canada in 1818 and again from 1820 to 1827. We will find that nearly all the streets in the old part of Amherstburg, that is Wards One and Two, paid tribute to the Governors. Thus when MAITLAND became DALHOUSIE it was named for George, ninth Earl of Dalhousie, who was Governor-General of Upper and Lower Canada from 1820 to 1828. Like most of the early governors his career had been in the British Army and he was the Commander-in-Chief of the British forces in North America. RAMSAY, the former SECOND Street, was also named for him as it was the family name of the Earls of Dalhousie, though his younger brother, William Ramsay, Lord Panmure, had assumed the family name of his grandmother which was Maule.

BATHURST or the former THIRD and QUEEN Street derives its name from Henry Bathurst, the third Earl Bathurst. He was Secretary of State for Colonies for 16 years covering the period from 1812 to 1828.

APSLEY is also connected with a soldier, a very famous one — the Duke of Wellington, who died just one hundred years ago. APSLEY was the name of his town house in London, England. It was there he held annually on the anniversary of the Battle of Waterloo his famous dinners attended by his comrades-in-arms, the leaders of the allied nations which overthrew Napoleon.

The next street in order is SEYMORE and I have been unable to find anything to show why the name of the historic English family should be given to an Amherstburg street. The Seymores originated in St. Amaur, Normandy and eventually gave a Queen to England and a King (Edward VI) besides a long line of nobility including successive Dukes of Somerset and Dukes of Northumberland.

One can surmise that the next two streets KING and GEORGE were named either for George III who died in 1820 or his successor, George IV who ascended the throne in 1820, the date of our map.

BROCK Street was named for the "hero of Upper Canada" Sir Isaack Brock who was, at the time of his death, Administrator and Commander-in-Chief in Upper Canada.

The next street was named for Sir James Kempt, Governor-General of Canada and Nova Scotia in 1828, 1829 and 1830. He had had a long military career in the Peninsular War and again against Napoleon in France.

VICTORIA Street, next in order, originally marked the outer palisades of Fort Malden on the line it was first proposed to build the Fort. Actually, the first plan was abandoned and Fort Malden had a much lesser area with no outer works aside from the picket palisade. The street with its extension northwards belongs to a later period in Amherstburg's history and was named as may be surmised for Queen Victoria.

Now let us consider the names of the streets running east and west, RICHMOND, MURRAY, GORE, SHERBROOKE, SIMCOE and PARK. All were named for military men associated in the civil government of Canada with the one exception of PARK. RICHMOND received its name for Charles Gordon Lennox, fourth Duke of Richmond, Governor-General of Canada in 1818 to 1820. He died while on a tour of inspection from hydrophobia caused by the bite of a pet fox.

MURRAY Street was named for General Sir George Murray who succeeded Sir Isaac Brock in the administration of Upper Canada. Previously, he had been Quarter-Master General in Great Britain. In 1815 he resigned his post in Upper Canada in order to fight against Napoleon and continued a long and active career both in the Army and in politics once serving as Secretary of State for the Colonies.

GORE Street was named for Sir Charles S. Gore, the third son of the second Earl of Arran in Ireland. His military career was closely associated with that of Sir James Kemp whose aide- de-campe and Military Secretary he was.

SHERBROOKE Street, which by reason of its short length is probably the least known street in Amherstburg, was named for John Cope Sherbrooke, Governor-General of Canada for 1816 to 1818. He too was a military man with a residence in Nottingham.

SIMCOE Street was named for John Graves Simcoe, first Lieutenant-Governor of Upper Canada. He had been an active soldier in the American Revolution and headed a battalion of famous Rangers who fought very successfully in the American manner rather than in the stiff formations of the Regular Army.

PARK Street is the first street we come to that has a local source for its name. It was named for the Park family who laid out a sub-division on either side of its length. The Parks were natives of Massachusetts who came first to Essex County in 1828 where a trading post was operated on the lake shore in Gosfield. Later they came to Amherstburg where Thomas Park and his brother Theodore were Park & Company. They were merchants, vessel owners, forwarders and dock operators. Later they were joined by a nephew, John R. Park who was the builder of the Lake View Hotel.

Amherstburg's greatest expansion in territory came a hundred years ago when the Military Reserve east of Sandwich Street was laid out in streets and lots for the accommodation of the Enrolled Pensioners. Three of the names in that portion of the town have streets named for highlights in the Crimean War. ALMA and BALACLAVA were named for battles in that conflict and ST. ARNAUD derives its name from Jacque Leroy de St. Arnaud, the French Field- Marshal who lead the allied British, French, Sardinian and Turkish troops against the Russians. FORT Street was named for Fort Malden as the line of sight along its length points from the first flag staff at Fort Malden to a large tree which once stood at is farther end.

The streets west of Sandwich date between 1851 and 1911. The oldest in this area is NORTH Street which then represented the northernmost extension of building and was so named in consequence. RANKIN was named for Mathew Rankin, a partner in the lumber and

saw mill firm of Park, Borrowman, Thomas and Rankin. Their mill was located on the bank of the river at Waterworks Park and a sub-division was laid out on their property extending to Sandwich Street.

MAPLE Avenue was laid out in 1874 as was LAIRD Avenue. MAPLE was named, of course, for the trees planted along its length which are still a feature of the street. LAIRD, it is believed, was named for the Cabinet Minister. The streets last mentioned were on what was formerly the Malden Lunatic Asylum Reserve which succeeded the occupancy of Fort Malden troops. The Asylum on the property was abandoned in 1870 when the 200 or more inmates were removed to London.

ELM Avenue was later still and was first built on about 1911. It, like Maple Avenue, was named for the trees along its one block length.

SANDWICH Street which has been mentioned only incidentally before this is likely the oldest street in town. While its present layout does not precisely follow its old route it originally was part of the Great Sauk Indian trail which ran along the banks of the Detroit River. 1952

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Wilkinson Street

Wilkinson Street was named for William T. Wilkinson, former Reeve of the Town of Amherstburg.

William T. Wilkinson was a son of William Thomas Wilkinson, Sr. Harness maker and Saddler of Amherstburg. W. T. Wilkinson, Sr. was also a Reeve of Amherstburg and was a Council Member at the date of his death in 1885.

The Wilkinson family came to Amherstburg at an early day when the ancestor James Wilkinson came to Fort Malden as a sergeant in the Royal Canadian Rifles. James Wilkinson enlisted in the British Army in 1822 and served in the West Indies and in Canada. He helped organize in 1840 the Royal Canadian Regiment which regiment was the last of the Regulars to be stationed at Amherstburg. While stationed in the West Indies, James Wilkinson married Ellen Barney and they had a family of 13 children, eight of whom survived to mature age. James Wilkinson took his discharge at Amherstburg where he settled. His interest in things military continued and in 1858 he was appointed Captain of the Amherstburg Company of the Canada Militia. In 1866 the Amherstburg Company (No. 1) was called out to serve at the time of the Fenian troubles under Wilkinson's command.

William Thomas Wilkinson, Jr. married Julia Ann Keenan, daughter of an Amherstburg Pensioner. Mrs. Julia Wilkinson survived her husband many years dying in the 1920's in Amherstburg. She became the mother of four children, two sons and two daughters. John the eldest son died in 1888, unmarried at the age of 23. Both daughters died young. William T. Wilkinson, Jr. the sole surviving child received his education in the Amherstburg schools and took an early interest in municipal politics. He was Warden of Essex County in the early 1900's.

During his youth he was active in sports and was a member of the Amherstburg Cricket Club. Later he became an active lawn bowler and helped form the Amherstburg Bowling Club which functioned for many years on the west end of the Town Park. He helped promote the first Continuation School which developed into the Amherstburg High School. He never married and at his death he by Will established several Trusts designed to promote education in Amherstburg.

1967

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Amherstburg's Place in American History

Amherstburg is an old town, one of the oldest in the Province, and from its situation on the border at the southern most part of Ontario has always played a part in American Border History. Indeed I might say before there was a town of Amherstburg local episodes in the earlier days were reflected in American history.

We will pass by the early explorers who passed up, down and across the Detroit River, but they number among them, Dollier, Casson, LaSalle and Cadillac. It is not generally known but when Cadillac first came to this area to select a site for a French trading post, he came down the Detroit as far as the lower end of Bois Blanc Island where the channel narrowed so it offered a very good site for a battery that could control the water passage between the Lakes. However, it happened the Indians attacked him and he made a retreat and in the end selected a site at the upper end of the strait which became Detroit. Passing over the three-quarters of a century that followed, eight decades of momentous events, in which control of the Great Lakes country and the Ohio valley passed from one Empire to another, and then to and through the War of Revolution we come to the first permanent settlement at Amherstburg by former officers and men of the British Indian Department.

Who were these men? They were headed by Colonel Alexander McKee who had been an Indian trader with headquarters at Pittsburg until he was appointed in 1772 Indian Agent at that place. When the Revolution started Pittsburg fell into the hands of the Continentals but McKee remained loyal, was imprisoned for a while but made his escape and came to Detroit. There he was appointed a Captain in the Indian Department and later Indian Agent. He directed the operations of the Indian Department all through the western country — "the west" of that day meaning the Ohio Valley west of the Alleghenies.

One of the most able assistants was Mathew Elliott. He too had been a trader operating in the Ohio country with headquarters at Pittsburg. Escaping from Pittsburg with McKee he came to Detroit .offered proofs of his loyalty, and became a captain in the Indian Department. He fought in all the engagements on the western frontier and devoted the remainder of his days to the Indian Department.

Neither McKee or Elliott could have been as effective as they proved to be if it hadn't been for the Interpreter, Simon Girty. Girty's parents and brothers along with himself had been taken captive on the frontier during the French-Indian war, and Girty's own captivity was for a number of years. During this period he became fluent in the Indian languages used in the Ohio Valley, and after pacification he acted as interpreter for the traders at Pittsburg. He was one of the party escaping from Pittsburg and his acquaintance among the Ohio Indians did much to bring Indian pressure on the Continental forces. His life among the savages during his formative years had hardened his feelings to physical suffering and he has been accused by

American historians of various atrocities. All told his character as a bad man was magnified out of all proportion so that the American frontier knew him as the "White Savage" and he was used as a bogey man to quiet unruly children. To this day Girty appears as a character in books and plays. Just a few years ago the play, "Daniel Webster and the Devil" had Girty as a juryman in the Court scene one of twelve notorious figures in American history. Needless to say this was painful to the many Girty descendants and relatives and some efforts were made to have Girty removed from such an odious gang, but without success. Girty, of course, in his public characterization was a victim of the times. In private life, and in the main, in his Indian Department career Girty was a human man and often exercised his influence with the Indians to save some captive.

Still another Indian Department settler at Amherstburg was Colonel William Caldwell. His career in the Revolution was centered in service in the famous Butler's Rangers who operated in present up-state New York, so effectively that for most of the Revolution the American Continentals had no control of the Province of New York past a few miles west of Schenectady, Caldwell took part in one of the most noted episodes of the Revolution, the so-called Wyoming "Massacre". The Wyoming Valley in New York had been claimed as being part of Connecticut and it was settled by persons from that colony shortly after the French and Indian War. Pennsylvania also claimed the same lands and a minor civil war ebbed back and forth between the Yankee settlers for most of the years between 1768 and the outbreak of the Revolution. Thus schooled in factious disputes the Valley of Wyoming was mostly Continental in sentiment and ejected some 61 Tories from their lands. It was these Loyalists who led the British and Indians to the banks of the Susquehana to punish the men who had forced them off their farms. The Wyoming Valley, in frontier style, was protected along its length by a number of Blockhouses, and these were the rallying points and refuges for the women and children. About three thousand persons were residents of the Wyoming Valley at the time of the Revolution and so the Continentals had a considerable body of old men and youths to draw on — the able-bodied of militia age were off to the east in New Jersey serving in the Continental lines. Thus the British and Indians had about 300 armed men to dispose of. Caldwell's company formed the Right Wing of the line while Colonel John Johnson's formed left. Indians were strung along the front as skirmishers and sharpshooters.

The battle of Wyoming commenced at about 4 o'clock in the afternoon of a very hot day — July 3rd, 1778, when the Continentals marched towards Wintermute's Fort at the upper end of the Valley. The tide of battle ebbed and flowed for a half hour until some of the Indians managed to get to the rear of the Continental line. An order was given by one of the Continentals to "face about" was mistaken for an order to retreat and the Continental line was broken. Pursued by the British and Indians almost the entire force was killed or taken prisoners. Only a few escaped by swimming the river and hiding in the mountains. The "Massacre" followed that night. In the Indian fashion many of the prisoners were tortured and then despatched by a tomahawk blow. "Queen Esther" or Catherine Montour personally killed 16 of the prisoners. The prisoners were arranged around a large flat rock, and held there each by an Indian. "Queen Esther" then proceeded around the circle, a maul in one hand and a tomahawk in the other and using them alternately killed every one. Thomas Campbell, the American poet of the Revolution, subsequently wrote the poem, "Gertrude of Wyoming" which gave a highly- coloured account of the tragic aftermath of the battle. It instantly was a "hit" wherever circulated and did much to fix the image in the public mind of the British and Indians indulging in a blood bath. Colonel William Caldwell as a British officer in company with Walter Butler and Johnson, the white men leading the Indians, ever after had to bear this opinion in American history. This feeling was still so strong that when many years after when the Americans occupied Amherstburg in 1813 Caldwell's house was singled out and burned, the only private

house so treated by the Americans. The house stood on the rise east of the Government Dock, Dalhousie Street.

Incidentally, "Queen Esther" or more properly Catherine Montour, has also a connection with Amherstburg. She was a half-breed and headed a large settlement of Seneca Indians known in Border history as "Catherine's town" located near the head of Seneca Lake. She was reputed to be a descendant of one of Canada's Governors, probably Frontenac. Among her relatives known in history were a brother Andrew and a sister, Mary or Sally. Sally married a Frenchman, a certain Monsieur Ainse, and became a trader on the Great Lakes. She was the only woman who engaged in the Indian trade on her own account in the whole region of the Great Lakes. She was looked upon by the Indians as one of themselves. In her old age she settled in Amherstburg and here she died in 1824. She was buried in the Old Catholic Burying Ground on the west side of Bathurst Street which adjoined the present Christ Yard. In later years, after the Catholic Church there had burned, the old cemetery was abandoned and gradually was built upon. About fifty years ago Henry J. Mickle moved to Amherstburg from Pelee Island and built a house about opposite the Amherstburg Hydro Transformer Station, and in building he uncovered an Indian dugout canoe containing bones and beads that seemed to indicate this was a burial of an Indian — a person of some consequence. I conjecture this was the coffin of Sally Ainse, nee Montour, and if so, it is possible that granddaughter, or other relative of Frontenac was buried here in Amherstburg. What was done with the bones I know not.

Elliott and Girty appeared on numerous occasions in American Border history in the Revolution, the successive Ohio Indian campaigns, and finally in the War of 1812. The state of Kentucky observes to this day an annual day of mourning for the American defeat at the Battle of Blue Licks, August 19, 1782. The victory won by the British and Indians on this occasion was most punishing. Nearly every family in Kentucky lost a relative. Among the slain was a son of Daniel Boone, the famous American scout, and Boone Senior had been the leader of the Kentuckians. The Battle of the Blue Licks is also noted as the last major engagement of the American Revolution as Cornwallis had surrendered at Yorktown the previous October. These two men were active all through the war years and in the years between the Revolution and the War of 1812 up to the Jay Treaty of 1794 which laid the ground for the British to abandon the south side of the Great Lakes. They backed the Indians in every way they could when the Indians were opposing the American penetration of the Ohio country. If the paths of British diplomacy had been lighted by a better knowledge of what had and was occurring in the Ohio country the Detroit Loyalists would not have had the vexation of seeing thousands of miles of territory handed over to the new United States. Reflect if you will, that no American forces had succeeded in any campaign directed against Detroit, and their only success had been against Vincennes, distant some 300 miles from Detroit, a place they captured twice and managed to hold to the end of the Revolution.

In 1790 the Indians surrendered lands along the shore of Lake Erie westward from Kettle Creek to the Detroit River Settlement soon followed in this area and the former Indian Department officers had neighbours for the first time along the Lake in present Colchester and Gosfield townships. The able-bodies among them were enrolled in the "Detroit Militia". In 1792 Upper Canada's first Governor James Graves Simcoe made a trip of inspection to the Detroit area. He ordered the building of a blockhouse on the Maumee River, and was garrisoned by a detachment of regulars from the Fort at Detroit. The actual building of the new Post was done by workmen from the Navy Yard at Detroit under the direction of Commodore Alexander Grant, whose present day descendants are represented in Amherstburg by members of the Duff family, Mrs. Earle Jones, Alexander and Grant Duff.

In 1794 the battle of Fallen Timbers was fought near this new British Blockhouse. The fight was between the confederated Indians of the Ohio country and the Americans. Almost every year since the end of the Revolution the Americans had organized advances into the Indian country and in every case up to the battle of Fallen Timbers had been as regularly defeated. The most famous of these Indian victories had been the route of General St. Clair in 1791. While the battle of Fallen Timbers was fought almost under the guns of the British Post on the Maumee the garrison there was under strict orders not to take part in fighting. It is said however, that a considerable body of the local militia did fight alongside of the Indians, disguised as Indians, and a number were among the slain. Among the killed was Lieutenant McKillop, the husband of Eleanor Little, who later re-married and became the wife of Alexander Kinzie. A considerable literature has grown up around her career, and the book "Wau Bun" is a novel based on episodes of her life. Kinzie was engaged in the Indian fur trade first at Detroit, later at Amherstburg, and with Captain Billy Caldwell, son of Colonel Caldwell became one of the first residents of present-day Chicago. McKee, Girty and Elliott were observers of the battle of Fallen Timbers and I have an old telescope which is claimed to have been used on that occasion.

The first McCormick to come to this area, William McCormick, was a trader with a Post near the site of the battle of Fallen Timbers. His establishment was burned by the Americans and he subsequently settled in Essex County, and still later at Pelee Island, where the local history of that place is entwined with the family history of the McCormicks. The late Captain J. Earl McQueen was a descendant. I have often thought that the victories won by Captain McQueen in the annual Tug Boat Race in recent years were more than ordinarily sweet to McCormick's descendants when the losers were Americans!

In the fall of 1811 a large band of Shawnee Indians refugees from the burning by the Americans of their town Tippecanoe came to Amherstburg. The Indian Department made provision for them all through the following winter at a camp set up on Bois Blanc. Here they were joined by Tecumseh. He had been absent in the deep South when Tippecanoe was fought, seeking their allies to join his Confederacy which he was building against further Indian cessions of tribal lands. Mathew Elliott who was then in charge of the Indian Department twice a week furnished these Indians with barrels of pork and beef together with corn meal and other supplies. The following summer when the War of 1812 broke out Tecumseh and his allies became allies of the British and Tecumseh's influence did much to bring various American Indians either to neutrality or active assistance to the British here on this remote Post.

Times does not afford to go into detail of the episodes of battle on this frontier, but Amherstburg has two "Firsts" in the War of 1812.

The first British capture of an American vessel in the War of 1812 took place on the west side of Bois Blanc. The war had been declared by the Americans on June 19th, and word of the declaration reached Amherstburg in upper Lake Huron. Hull, the American commander of the Post at Detroit, was still in ignorance of the Declaration but of course was aware, that war was in prospect. Accordingly, one of his supply vessels enroute from Cleveland to Detroit was ordered to not use the usual channel but try to pass Fort Malden on the far side of the river. However, the passage of the vessel was noted, and a few bateaux and some canoe loads of Indians went out and took possession without a shot. The vessel was found to have aboard despatches from Philadelphia and Washington informing Hull of the outbreak of the war, and information of military value. Beside the crew, the vessel carried a military band, and they were compelled to play "Rule Britannia" as the vessel was brought into town. Also aboard were the wives and children of some of the American officers at Detroit, and General Hull's new uniform. Several days after the capture of the vessel Hull sent a boat down the river to Fort Malden with a white flag and the officer aboard formally demanded the return of Hull's

"regimentals" as being private property but Fort Malden did not see fit to comply.

Another "first" of the War of 1812 was the first shedding of blood. Hull had crossed the river and advanced as far as the Canard River marsh, where he was brought to a halt by a small British outpost and some Indian women. In the short engagement a Sergeant Hancock was killed, the first casualty of the War.

Shortly after Hull retired to the American side of the river and we in our turn crossed and without too much difficulty induced Hull to surrender. For this he was afterwards court- martialed and the sentence of death was pronounced on him but before this was carried out the sentence was remitted, but his name was struck off the Army Roll, the Americans giving him this consideration because of his age and his former honourable service in the Revolution. Among the prisoners taken at Detroit was a Captain Dobbin, master of a small American vessel. Dobbin had been at Michilmacinac when that place was captured by the British and had given his parole. The British put him in charge of his vessel again and loaded it with various prisoners-of-war intended for confinement at Fort Malden. Passing Detroit he found that place still in American hands, allowed himself to be taken along with the prisoners. He enrolled in the Detroit Militia and was included in the garrison surrendered by Hull. Taken to Fort Malden as a prisoner-of-war he was placed in the stockade there and was recognized as the Captain who had previously given his parole. Now this was a military crime punishable to death. Accordingly he was taken from the stockade and placed in irons in a cell. Realizing his hours were numbered he induced one of the guards to carry a word of his danger to a brother Mason, James Boyle, a tailor in Amherstburg. Boyle feeling that Dobbin was a victim of circumstances when he was made to enroll in the Detroit militia managed to find means to allow Dobbin to make his escape. Once out of the cell Dobbin waded out into the river to the shelter afforded by an old hulk, probably that of the Felicity and standing in water neck-deep below decks he hid until night fall. That evening a Frenchman happened to row by near the hulk and Dobbin asked to be placed aboard a vessel he saw anchored a short distance away. Once aboard he found he was on a vessel loaded with other prisoners-of-war who had given their parole, and were enroute to Cleveland to be discharged. The prisoners were in charge of the American Colonel Lewis Cass. He heard Dobbin's story, and realizing he was beyond any legal protection he could give him, had a small boat made available and in this Dobbin escaped and successfully made his way home. He lived to enjoy many more years on the Great Lakes. His saviour, James Boyle, was the father of Dr. Boyle the founder of the Amherstburg Public Library. Just recently the old Boyle family cemetery on their farm down the riverfront was purchased by a new resident and the old family monument removed pending further disposition.

Following a year of success to British arms the battle of Lake Erie was fought, September 10, 1813, resulting as you all know in a decisive defeat. The British forces retreated from Fort Malden, Tecumseh and his Indians forming the rear-guard. A few days after the Americans overtook the retreating British and in the succeeding battle Tecumseh was killed. This battle was noteworthy for a number of reasons. It brought to an end all participation of the Indians of the Ohio country in further wars against the Americans. It made the reputation of two men engaged in the battle — Harrison and Johnson. Johnson was given credit for the death of Tecumseh, an imputation he never denied. Harrison, of course, was the American commander and went on to major career in politics. In the famous "Hard Cider" campaign for election as President, Harrison had as his Vice-Presidential running mate John Tyler. When Harrison was elected the 9th President he was already an old man, and he died about a month after being inaugurated. In the preceding presidential election that of 1836, Johnson had been a Vice-President candidate and was elected to serve with President Van Buren. Both men were representatives of the new "western men" in American politics and can thank events along the Detroit for the success of their respective careers. Incidentally, Mrs. Warren, wife of Dr. Warren, is a Harrison family descendant.

The American forces occupied Fort Malden from the end of September 1813 to July 1, 1815. One story is told of that time about the old French lady who made a small fortune making apple pies for the home-sick American soldiers. She charged twenty-five cents a piece for the pies. It is said she made use of sour apples and put in no sugar as that commodity was unobtainable, so "Brother Jonathon" must have made a sour face when he ate her pies.

During the American occupation a cavalry brigade had its headquarters here. Fort Malden had been burned by the British before they retreated and the Americans had partially rebuilt it, but to accommodate the cavalry a second fort was built named Fort Covington. Until a few years ago the earth works of this American Fort could be easily traced. They are located on the east bank of the marsh almost directly on the route now being followed by the diversion of Highway 18. It is in contemplation upon opening the new section of highway that the Ontario Historical Sites and Monuments Board will mark the site with a suitable plaque. The commander of the brigade was Isaac Shelby, an early governor of Kentucky and the Fort was named for that State's war-time governor. Thus this proposed site should be considerable general interest to American tourists and in particular those from Kentucky.

Fort Malden was the only British post held by the Americans at the end of the War. On the other hand the British held Fort Niagara, various ports in Maine and had blockaded the whole American coast. The British had raided Washington, burned the Capitol and the White House and all the Government Departments except the Patent Office. In the long negotiations toward Peace which had been inaugurated just a few months after the start of the War by commissioners meeting in Ghent, the commissioners were unable to achieve anything more than a saw-off. Accordingly Fort Malden was returned. I have a piece of burnt wood from the White House and on occasion have shown it to an American visitor or just to twit him a little about a fact many of them would like to forget about the War of 1812.

After the War the British and Americans appointed Commissioners to determine some disputed points along the boundary. One of the places contended for was Bois Blanc Island. The original Treaty at the close of the War of the Revolution was vague in its language in enumerating the water connections between the Lakes. The British interpreted the reading as meaning the middle of the river as the boundary while the Americans declared the middle of the channel was meant. A ship was hired from McIntosh of Moy and Captain James Hackett was made Pilot. The Commissioners made their trip and returned to Amherstburg. Bois Blanc was awarded to the British, but in return the Americans were given Drummond Island at the head of Lake Huron. As a British Post was on Drummond it was necessary to remove it and the move was made to Penetanguishene. One side light of this Commission was the death at Amherstburg of Commissioner John Ogilvy, September 28, 1819. He is buried in Christ Church yard in a grave now unmarked.

Amherstburg next appears in American history when the Patriot troubles broke out in 1837. There were four main engagements along the border all based on American territory in violation of American neutrality. Briefly, the order of battles was that of the bombardment by the Schooner ANNE in January 1838 and its capture. (We have its cannons at the Fort Malden Park.) A few days later there was the skirmish at Fighting Island. It was largely an artillery duel fought across the ice of the river. One comical incident of that engagement was that of an American farmer hearing the commotion went out on the ice opposite his farm in the early dawn and suddenly saw a cannon ball rolling along the ice towards him. Almost instinctively he undertook to field the ball and was bowled over by the force of the ball. However he did recover the ball and it is now among the exhibits of the Michigan Historical Museum at Landing. A later engagement in early March was fought also on the ice, this time about a mile off shore on the west side of Pelee. The Patriots were driven off and four or more on our side were killed or died of wounds. The monument erected alongside Gore Street at the north end of

Christ Church yard is in memory of them. The last battle of the series was fought the following December on a site near the Baby House in downtown Windsor.

While all these engagements were based on American territory it was largely Canadians who participated in the attacks. Eventually a good many were taken prisoners. Some were hanged for treason and others imprisoned as State prisoners or exiled to Tasmania or other colonies in Australia. Among the latter was one Amherstburg man who returned to Amherstburg after an amnesty had permitted this. The story is told of him that he was very fond of checkers and while playing this game with old Mr. Kemp one day, they commenced discussing some point but not agreeing, the former Patriot exile sought to emphasize he being correct as saying "He was right, 1 know, because I've travelled!" Kemp, an old Tory, remarked dryly, "Yes, you've travelled, but at government expense!" The authorities in Michigan during the course of the Patriot troubles tried to avoid giving offence to the British authorities. General Brady then commanded at Detroit and the Acting Governor was Stephen Mason, best known to history as the "Boy Governor" from his youth when he assumed office.

The story of fugitive slavery also has its echo in Amherstburg. Amherstburg was the nearest British town to the south and escaping slaves often made their entrance into freedom here. A common custom among vesselmen was to pick up fugitives at the docks at Cleveland, Toledo and Sandusky and put them off at Amherstburg. Many others reached here with the active assistance of the "Underground". Harriet Beecher Stowe when gathering material for her book, "Uncle Tom's Cabin or Life Among the Lowly" visited Amherstburg and interviewed many who had escaped. As you all know, she has Eliza one of her main characters find her friends at Amherstburg. It is interesting to note the names used by Mrs. Stowe. Many of them can be found in this area. The Reverend Josiah Henson, whose published life story was the inspiration of Mrs. Stowe to write "Uncle Tom's Cabin" was at Fort Malden as early as 1837. Her book for the first time crystalized public opinion in the Northern States on the subject of slavery and thus indirectly lead to the Civil War.

When the Civil War broke out many Canadians took part, nearly all on the side of the North. I recall, however, one old veteran living here in Amherstburg when I was young, who had fought on the side of the South, old Mr. Duke. He was an Englishman and had been travelling in the South when the War commenced and just joined up where he was. After a time the American government instituted a kind of conscription, but a person called on for service was permitted, if he could, to hire another in his place. This brought on the practice of what was called "Bounty Jumping". A person would enlist, accept the proffered bounty, desert at the first opportunity and then re-enlist under another name at some other point again receiving bounty. Canadians could play this game with ease as they were safe from pursuit when they returned to Canada. As time went on this situation was punished by heavy imprisonment and one Amherstburg boy was finally caught and served a term in penitentiary. He afterwards returned to town, was quite reformed, became a contractor and erected the old Post Office. One time he thought he would like to run for Councillor but when he got up on the platform Nomination Night to make a speech one of his opponents teased him by peering at him through spread fingers as if he were looking through prison bars. This so unnerved him he could not continue. Two of my grandfather's younger brothers took part in the War and one of them was a prisoner-of-war in the South for many months, until he was exchanged. Intense interest was felt all through Canada during the course of the conflict and when Lincoln was assassinated and the news spread, people spontaneously observed a day of mourning. Our old barn on Maple Hill farm was being erected at the time but work was knocked off as soon as the news was heard.

Probably the history of Amherstburg impinges on American history in the century since mostly through activities on the Detroit River. The successive channel deepening and

straightening projects in the 1880's, early 1900's, in the 30's and again in progress have been at the expense of the American Government. What a lot of persons do not realize however is that this huge expenditure is off-set by Canadian money spent on the Welland Canals. Experience gained in blasting operations on the river here were put to use in building the Panama Canal and as many oldsters will recall there was quite a colony of Amherstburg men at Panama during its construction.

During the years of Prohibition in the United States, Amherstburg became somewhat notorious as a chief center for the forwarding industry in other language "rum running". Many of you can recall the rows of beer docks, the old cars crossing the ice in winter or the small boats making the run at night, the fortunes made and the fortunes lost. Some of the boys I went to school with were actors on the general scene, but none of them with profit to themselves in the end.

Bois Blanc Island and Bob-Lo Park probably offer something unique in American-Canadian relations. For a number of years the Canadian government has permitted the U.S.A. government to station an American Immigration officer on the Amherstburg Ferry Dock. This officer, always courteous, scrutinizes, sometimes questions and presumably sometimes rejects a would-be visitor to Bois Blanc. Now it is not unusual for immigration service officers of each country to be stationed across the border to facilitate the passage of travellers at the actual frontier but here in Amherstburg we have the situation where a Canadian resident legally in Canada can be refused admission to a Canadian island because he for some reason would not be acceptable for admission to the United States. Of course, there is an explanation. The overwhelming majority of visitors to Bob-Lo Park come from Detroit. It is alleged that it would be highly inconvenient to have the passengers returning to Detroit examined by immigration and customs offices so to avoid this situation Bob-Lo is treated as if it was American territory. Thus to prevent aliens undesirable to the United States making an illegal entry Canada forfeits a measure of her sovereignty.

I can recall a time when the Bois Blanc boats stopped at Amherstburg as a matter of course and Amherstburg merchants and boarding houses reaped harvest each summer, but to restore that happy state again, negotiations at a high level will be necessary. Locally, we seem satisfied with the present status but it raises some heart-burning among professional and professed patriots.

I have talked a good long time but I have hope some of our border history will be retained in your memory and when opportunity affords, pass on your knowledge of Amherstburg's part in American history to those not so informed. NO DATE

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